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# Navy News

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No. 28 SEPTEMBER, 1956

Published first Thursday of the month

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## "The waves thereof are still"



Sunset scene over Corbiere lighthouse, Jersey, Channel Islands

[Photo: A. R. Mason]

## Drafting Forecast

### COMMISSIONING PROGRAMME

#### FOR GENERAL SERVICE

September 4, 1956: H.M.S. Protector\* commissions for Service in Falkland Isles Protectorate and Antarctic.

September 11, 1956: H.M.S. Ceylon\* commissions for Service in Home, South Atlantic and East Indies Stations.

October 9, 1956: H.M.S. Lynx\* (new A.A. Frigate) commissions for Service at Home and South Atlantic.

October 30, 1956: H.M.S. Carysfort commissions for Service in Mediterranean and Home Fleets.

November 2, 1956: H.M.S. Dainty commissions for Service in Mediterranean and Home Fleets.

December, 1956: H.M.S. Loch Fada commissions for Service in Home Fleet and East Indies (Persian Gulf).

#### FOR FOREIGN SERVICE

December, 1956: H.M.S. Comus recommissions at Singapore for Far East Station.

Note:—The ships' companies of the ships marked \* have been completed.

## The Present Emergency

IN ORDER to provide additional manpower to meet the commitments arising from the present situation over the Suez Canal, the Board of Admiralty has found it necessary to exercise its powers to retain in service regular ratings and Royal Marine other ranks on special service engagements (seven-year engagements), the Active Service portion of which ends on or after September 1, 1956.

The Admiralty cannot at present foresee the period for which release from the Service may have to be deferred, but it will be their aim to keep this as short as possible.

Where the exigencies of the Service permit, it is the intention to recommission ships on Foreign and General Service Commissions as they become due and relieve personnel on Foreign Service in the normal course, but some interruption or delay may be caused

by lack of transport for this purpose. It must, however, be realised that the recommissioning of a number of ships will inevitably be delayed.

#### Additional Requirements

It must be borne in mind that the additional requirements of the present emergency do not diminish the normal peace-time tasks of the Navy or permit any continuing interruption to the training required to produce the higher and technical ratings of the future.

Men retained will be treated, for pay purposes, as if they had been recalled from the reserves, i.e., they will continue to receive the rates of pay for men on special service engagements. Exceptionally, men who have entered into financial commitments before the date of this announcement in anticipation of their re-entry into civilian life may be eligible for assist-

ance under the National Service Grants scheme.

The Board of Admiralty is confident that men who have looked forward to an early return to their home will accept the deferment with patience in the knowledge that the step has only been taken after very careful consideration of the needs of the Fleet.

## Royal Marines to Serve in Some Frigates

H.M.S. LOCH KILLISPORT sailed from Portsmouth on August 15 for service in the East Indies Station and in the Persian Gulf, with a detachment of approximately 20 Royal Marines. She is the first of three frigates to be so manned.

Royal Marine detachments are henceforth to be embarked in certain frigates in lieu of seamen. This is a departure from traditional sea service of Royal Marines, which hitherto has been normally restricted to ships of the size of cruisers and above.

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## Navy News

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## EDITORIAL

IT IS with regret that we say good-bye to our First Lord, Viscount Cilcennin, better known as Mr. J. P. L. Thomas. Since his appointment in 1951, Lord Cilcennin has visited many units of the Fleet and shore establishments, and has endeared himself to thousands by his charm and courtesy. He had a sincere interest in everything appertaining to the Navy, and he will long be remembered for all he did to further the well-being of officers and men.

The international situation has necessitated many changes in the Fleet. To avoid speculation and to give our readers a complete picture of what has in fact taken place, we have devoted our leader page to an article "The Navy and the Suez Canal."

The feature article this month is a detailed account of the development of rockets and guided missiles. Most of our readers will be surprised to learn how much progress Britain has made in this field.

We receive many inquiries as to our circulation. Two years ago NAVY NEWS was launched with a circulation of 7,000. Last month our sales were over 18,000.

# THE NAVY AND THE SUEZ CANAL

IN THE past month the most important continuing news item has been the development of the Suez situation since the time when, on July 26, the President of Egypt announced the nationalisation of the Suez Canal Company. Events moved swiftly and, within a few days of Colonel Nasser's action, invitations had gone out to 22 nations to gather in mid-August at a Conference in London.

The Royal Navy's part in the precautionary measures, which were taken by the United Kingdom Government in this period, has been described in some detail in national newspapers and foreign reports throughout the world. The moves, of men and ships, have taken place quite smoothly, and emphasise that the inherent mobility and power of swift concentration, which the sea affords, are no less important today than they have been in the past.

At the end of July the Mediterranean Command was made up of one fleet carrier, two cruisers, one fast minelayer, one squadron of Daring class ships (virtually light cruisers), two destroyer squadrons, one frigate squadron, one submarine squadron, an amphibious squadron (three L.S.T.s and a number of L.C.T.s and L.C.A.s.), a minesweeping squadron (seagoing headquarters ship, and a number of coastal and inshore minesweepers), appropriate depot ships and Fleet servicing craft, including Fleet oilers, and a number of ships, including a destroyer and a frigate, in an operational reserve state at Malta and Gibraltar. In addition two Royal Marine Commandos were stationed in Cyprus on local security duties.

### Balanced Force

The Naval force in the Mediterranean area was, as it has been for several years now, a balanced force suitable for use in all sorts of operations with smaller craft and dockyard support appropriate to its size, and an appropriate Command organisation.

Since the end of July the operational additions made to this strength consist of one aircraft carrier, Bulwark, which has gone out to the Mediterranean from home waters, and a number of landing craft, which have been brought forward from reserve. In addition, two headquarters ships and a few minesweepers have also been sent out from the United Kingdom.

Moves inside the Mediterranean included the cancellation of a programme of visits in the Eastern Mediterranean area by the cruiser Jamaica and the fast minelayer Manxman, which were ordered to remain in the Eastern Mediterranean for the time being in general company with the small ships operating near Cyprus on anti-smuggling duties. At the time of President Nasser's announcement, the Jamaica was visiting Alexandria; and this visit was cut short. These minor adjustments in the Mediterranean Fleet's programme were all that were required in the way of an immediate readjustment of dispositions.

Outside the Mediterranean the cruiser Kenya and the Daring class ship Diana, which were on their way

to Malta from the Cape and the Far East respectively, were ordered to remain in the Red Sea area in the vicinity of Aden for the time being.

The moves described above concern operational ships only; but in addition the Navy has provided two non-operational aircraft carriers, Theseus and Ocean, which normally constitute a seagoing Training Squadron, and the trials cruiser Cumberland, to augment the normal trooping service. The aircraft carriers have already undertaken one lift to the Mediterranean, and are now back in the United Kingdom. They may be required to undertake a subsequent lift.

As a supplementary precautionary step, troopships which were about to make the passage of the Suez Canal in the course of their ordinary duties, were diverted round the Cape.

### Summer Leave

The activities of the Navy in other areas have been affected to some extent, but ships in home waters are continuing in the normal way to give summer leave. It is, of course, possible to reinforce the Mediterranean Station from the home station within a few days, and if subsequent precautionary moves require to be undertaken, they can be arranged at quite short notice.

All officers and men on leave are always liable to recall at any time and some leaves have had to be cut short, especially for ratings in branches which are in particularly short supply. The Suez situation has naturally affected the training programme in some of the naval shore establishments because officers and men have had to be drafted to ships being brought forward from reserve, and other ships in home waters have had their complements topped up to full seagoing strengths. These calls have meant that the Navy has had to retain men on 7-year engagements, who in the normal course of events would have left full time service and gone on to the Royal Fleet Reserve after September 1 this year. Some 2,000 men will be affected between September 1 and the end of this year.

To sum up, in spite of impressive pictures in newspapers of sombre grey warships slipping down the Sound at dawn, packed with troops and lorries, little in the way of supplementing normal availabilities has been undertaken and the various moves that have been made are entirely and purely precautionary. They are certainly not provocative and in view of the various circumstances which Commands have to provide for (such as the protection of British nationals), they are no more than sensible.

The moves, as explained above, have had some impact upon the day-to-day activities, and the private lives, of some officers and men. Some leave has had to be postponed or cut short, and some men retained in the Service when they were expecting shortly to leave it. But the full circumstances of the situation have been explained to all of them carefully, their interests are being well borne in mind, and the Navy has—as always—given a magnificent response.

## M.P.s. VISIT SECOND TRAINING SQUADRON

EARLIER THIS year, the Admiralty invited a party of six Members of Parliament to spend a day at sea in ships of the Second Training Squadron based at Portland. There was apparently no lack of volunteers, and the following M.P.s. joined Grenville and Tumult early one morning recently:

Lord Colville (whose father was killed on active service in 1945); John Howard (Conservative Member for Southampton, Test Division); Kenneth Robinson (Labour Member for St. Pancras, North Division); William Wilkins (Labour Member for Bristol, South Division); and Dudley Williams (Conservative Member for Exeter).

The second Member of the House of Lords was unable to come at the last moment, and the Argentine Naval Attaché, Commander Rodriguez, took his place.

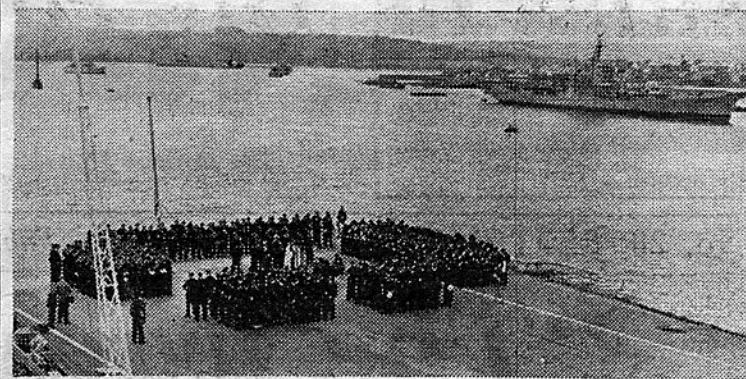
The Navy's guests showed the keenest interest in everything that went on, and seemed particularly impressed by the manoeuvres with seven other ships of the Squadron which started

the day, and which included a hair-raising "Gridiron" executed a couple of cables off-shore from H.M.S. Osprey. The manoeuvres were followed by light A/S. projectile firings at a triplane target, and then half the party transferred by sea-boat to the submarine Sturdy, changing round with the other half at midday.

After an otherwise normal day of A/S. training with an Osprey training class embarked, live limbo and squid firings were carried out on a wreck near Portland Bill—and then, after Jack Tars' transfer, the visitors were shown what it was like to manoeuvre in close company at twenty-seven knots. As one of them remarked, "This is something we shan't forget in a hurry!"

It is always a good thing for Members of Parliament to have first-hand knowledge of the Services and what life in them is like. On this occasion what pleased those on board most was the extent to which these M.P.s. already obviously understood the problems of life at sea, though they must certainly have learned more on this day.

## H.M.S. WARRIOR



Recommissioning service on the flight deck of H.M.S. Warrior, at Devonport on August 21, 1956

### SPECIAL ORDER OF THE DAY

## Commander-in-Chief's Commendation

ERNEST HENRY CARTER, H.M.S. VERNON  
Official Number D/JX 158827, Chief Petty Officer (C.D.1)

ON JULY 24, 1956, free swimming trials at considerable depths were being carried out in Falmouth Bay. Chief Petty Officer Carter and Leading Seaman Robbie were carrying out the final dive of the day to the depth required.

During the descent, whilst approaching this depth, Leading Seaman Robbie's breathing apparatus ceased to function; he lost consciousness and at the same time lost control of his emergency breathing apparatus. When Chief Petty Officer Carter, to whom Robbie was linked by a short line, became aware of this, he immediately tried to revive Robbie at this depth; he correctly appreciated what was wrong with Robbie's equipment, and, taking charge of him, began to ascend.

At the first decompression stop at 80 feet, Robbie partially regained consciousness and struggled sufficiently for Carter to lose control of him; he therefore had to be brought straight to the surface, where artificial respiration and oxygen were successfully applied. Both divers were then transferred to a

recompression chamber to recover from the severe "bends" which the Trials Officer appreciated they would suffer because they had been unable to make decompression stops during the ascent.

Leading Seaman Robbie required 10 hours' treatment, but Chief Petty Officer Carter, because of the considerable physical effort he had had to make in bringing Robbie up, required 44 hours' treatment, and was then transferred to hospital for a further two weeks.

Chief Petty Officer Carter correctly assessed Leading Seaman Robbie's difficulties, and took the correct measures to bring his unconscious body to the surface, thereby saving Robbie's life and considerably increasing his own likelihood of getting severe "bends." I consider that he showed coolness, courage and devotion to duty of a very high order, with complete disregard for his own safety, and I have commended him for his prompt and gallant action.

## Book Reviews

Commander Crabb. Marshall Pugh (Macmillan, 12s. 6d.)

THE AUTHOR claims that this book was in course of preparation for some time before Commander Crabb's mysterious disappearance. His claim is supported by the whole tenor of his work. One might have expected a tendency to play up the sensational aspect, a regurgitation of the semi-hysterical speculations in which the popular Press indulged during the latter part of April. Neither is to be found. The wartime career of Commander Crabb is unfolded honestly, quietly and modestly. He is not the only hero, as is so often the case in the biographies of men whose war exploits earned them distinction. The personalities of his teams emerge clearly, not merely as the background for the great man. Full justice is done to the courage and ingenuity of the Italian enemy, qualities too frequently denied by those who equate temperament with cowardice. The account is rounded off with a factual examination of the circumstances surrounding the "last dive," but all is kept in perspective. Crabb is worthy of our notice because of his whole service, not only because he was, perhaps, the principal agent in a plan—if there was a plan—which, according to one's point of view, was either ill-conceived or merely unfortunate in being discovered.

A Great Seaman. Admiral Sir William James. (Witherby, 18s.)

The rank of Admiral of the Fleet is not easily earned. Those whose names make up the short total are, for the most part, men known and remembered by the great actions they fought; men who decisively directed the course of history.

Sir Henry Oliver fought no great battle. Commander-in-Chief came to him in the years of peace after the First World War, when the need was for careful conservation rather than for the calculated expenditure of men and materials which brings victory in war. To the present generation of serving officers he might appear to be distinguished principally by being the most senior of senior officers. To a wider public he is known as a tireless supporter of the Royal National Lifeboat Institution. To all he may stand as the exemplar of the sea officers of the days of Britain's greatness.

The reader's imagination is caught on the first page, where the biographer notes that, in his subject's early years

at sea, the fact that steam had been raised was noted in red ink in the log and the Captain had to render his reasons in writing. From there, the story develops of the man who founded the Navigation School, H.M.S. Dryad, and who, quietly behind the scenes as Chief of Staff at the Admiralty in the First War, controlled the operations of our great fleets. It is a story, told in easy, flowing style, that, though it does not stir the blood, will kindle pride in all who honour the best in our naval tradition.

Return to the Sea. A. H. Rasmussen. (Constable 18s.)

It is a pity that so many writers of autobiographies fall into the temptation to write introductions. Mr. Rasmussen has done so, and his introduction serves him ill. It required the whole of the first part of his book to wash away the taste of those three pages of sententiousness.

That first part of the book describes the author's life in China, dealing in particular with a journey from Tientsin into Mongolia, to most of us a distant, secret land. It is followed by an account of his return to the sea, on which he had voyaged some 30 years before, as a B.B.C. roving commentator during the Second World War, in several merchant ships and in H.M.S. Penelope. Both parts are brisk and readable, and one can see running through them a love of action and of wide spaces, satisfied equally in the swift movements of horses on the bare Mongolian plains or the parting of waters by purposeful ships on the empty sea. If at times Mr. Rasmussen's tributes to British sailors are embarrassingly generous, it is nevertheless pleasant to know that some people of other nationalities still find us acceptable.

### ALSO RECEIVED

The World's Tankers. Laurence Dunn. (Adlard Coles, 35s.)

A very well produced book, it contains an interesting history of tanker ships and a full account of present and projected fleets. There are many photographs, which would make the volume useful for recognition purposes alone. The details given of the several very large ships now in commission or building enable one to speculate more informedly upon the possibilities of keeping up the flow of oil to this country and the rest of Europe should the Suez difficulties increase.

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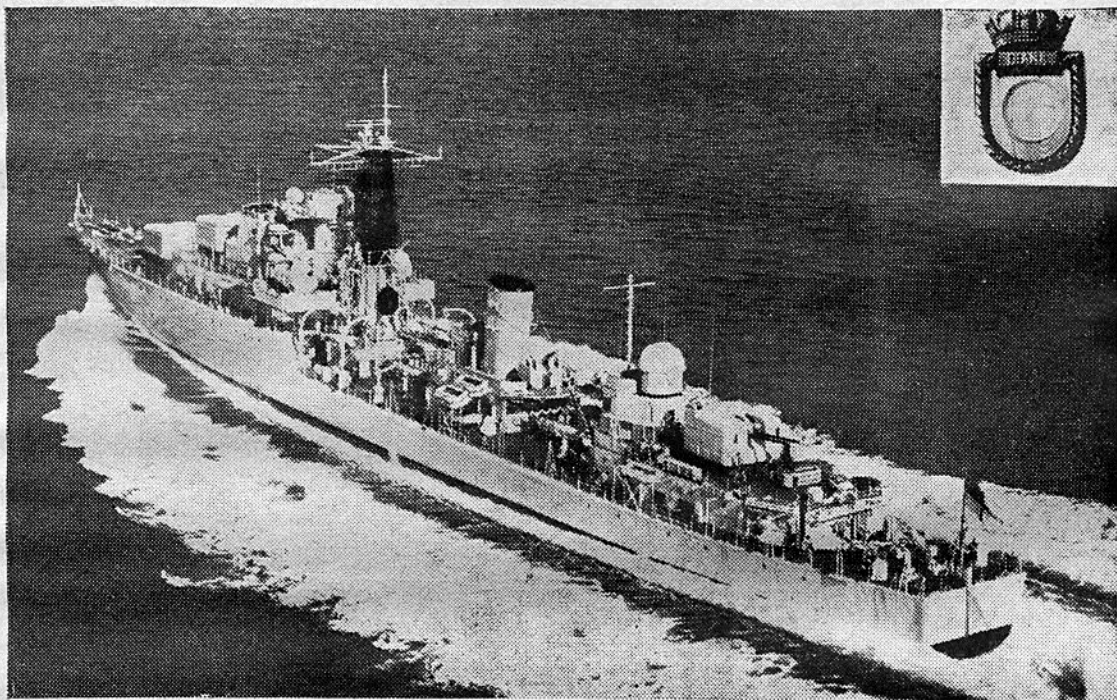
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# SHIPS OF THE ROYAL NAVY

## No. 12. H.M.S. DIANA



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Second.—A 5th rate launched 1757 and sold 1793.  
Third.—A 5th rate launched 1794 and sold to the Dutch 1815.  
Fourth.—A cutter taken up on the

East Indies Station and wrecked at Rodriguez Island, 1810.  
Fifth.—A 5th rate launched 1822 and broken up 1874.  
Sixth.—A cruiser launched 1895 and sold for breaking up 1920.  
Seventh.—A destroyer launched 1932 and lost in collision whilst escorting North Atlantic Convoy, October 23, 1940.

The present Diana was built by Yarrow & Co., Scotstoun, was launched on May 8, 1952, and completed March 29, 1954. Diana was the last of the eight Daring class and is of 2,610 tons displacement. Length 390 feet and beam of 43 feet and she is armed with six 4.5 inch guns. Peacetime complement about 16 officers and 280 men.

Motto—*Certo Dirigo ictu* (I aim with sure blow).

### Motoring Notes

BY THE time this issue of the NAVY News is in the hands of the readers those car owners who have not yet fitted twin rear lights will have less than four weeks to do something about it. A final reminder, therefore, that twin rear lights are compulsory as from October 1 and a final word of warning that the police have already stated that they are not likely to be lenient in view of the length of time motorists have had to comply with the regulations.

Most of the old type rear lamps do not comply with the regulations which require the lamps to be two inches in diameter or of equivalent area. If not circular then they must contain a circle of one inch diameter which eliminates the old D shaped lamps. Lamps must also be of identical shape. This means that most older cars will require two new rear lamps plus a separate lamp for illuminating the number plate.

#### Insurance

Last year all insurance premiums were increased as a result of unfavourable experience by the Insurance Companies. This year has apparently been even worse and there are signs that there will be a considerable tightening up all round. Although no actual increases in premium are expected, it is quite possible that some drivers may find that they will be required to meet the first £15 of any claim themselves, whilst those under 21 years of age will be unable

to insure their passengers in addition, as well as having their premiums increased by 25 per cent. The same will also probably apply to new drivers for the first twelve months. Never before has the no-claim bonus for accident-free motoring been so valuable and so well worth preserving by careful driving.

Incidentally the writer has recently had some very interesting experiences in dealing with claims covered by special policies including some with Lloyds which offer specially cheap terms. In all cases there have been snags. It seems that when specially cheap rates are offered something is missing from the policy. Without any doubts whatsoever I would always advise motorists to insure with a recognised company and furthermore to stay with the same company throughout.

#### The Art of Driving

A new booklet "Road Craft" published by H.M. Stationery Office, price 3s. 6d., might well be read by all drivers and those who have anything to do with vehicles on the highway. It is in fact a Manual of Driving Instruction used at the Metropolitan Police Driving School at Hendon. The stated purpose in making it available to the public is "to spread knowledge of the art of good driving and to make the roads safer for all road users."

Road Test—Standard Eight and Ten In previous issues I have reported

on the Austin A.30 and the Morris Minor. The only other British car in the same category is the Standard Eight and it is inevitable that it should be compared with the other two. Having driven all three makes for many thousands of miles I can give an unbiased comparison.

On the score of internal finish I would classify the Morris slightly better than the A.30 with the Standard a close third. For chassis design the Morris wins because it has torsion bar front suspension, the Standard being a close second and the A.30 third. From all other points of view, engine design, gearbox and general technical efficiency the Standard is easily ahead of the other two.

The Standard engine, whether it be the Eight or the Ten, is a much smoother and more willing unit than the B.M.C. product. Among other things the distributor is placed so that the ordinary person can get at it, whilst the water pump never gives trouble unlike the B.M.C. engine which gives considerable trouble in this respect.

The Standard gearbox is also a much more happily designed unit which enables a much better performance to be achieved, particularly on third gear.

Technically I would place the Standard ahead of the other two every time and allowing for its slightly inferior internal finish it would always be my selection.

Maximum speed 65–70 m.p.h.; petrol consumption better than 40 m.p.g.; Internal finish and seating not luxurious but adequate.

## A Naval Occasion

OVER THE broadcast system of the C-in-C's Flagship (Home Fleet), H.M.S. Tyne, came the pipe, "Visitors are requested to remain in their allotted positions when hands are piped to fall in for leaving harbour." The beginning of a new era? Certainly a most interesting one for all who served, are serving, or have some interest in the Senior Service. One or two old salts on a busman's holiday grinned with delight, and soon concluded that this particular pipe, original though it was, should be heard more frequently. It affected nearly three hundred and forty wives, families, sweethearts and friends of the ship's company, who were invited to take passage from Southampton to Portsmouth.

Before leaving Southampton, the Commanding Officer, Capt. J. W. H. Bennett, D.S.C., R.N., accompanied the Mayor around the ship to speak to numerous visitors and, of course, to sign many autographs. Then "Out bows," "Stations for leaving harbour," and "Visitors to your positions on the boat deck, "B" gun deck and "X" gun deck!"

To the music of the Royal Marine Band, Tyne and her guests started an interesting and historic trip. Never in the recollection of the old salts had anything like this happened before.

After clearing the berth came the pipe "Nearly all the restrictions normally imposed on visitors have been lifted for this special occasion." This allowed freedom of the mess-decks, and the places which are only seen on such occasions as Navy Days.

From that moment came a running commentary giving interesting detail of the ships and places passed on the trip. From liners and troopships to flying boats in their "Koon-coting," and minesweepers of H.M.S. Diligence, the ship passed to the open waters of the Solent. Then another unusual pipe "A heavy shower of rain is expected very shortly; it is suggested that this is a good time for tea!" It was indeed, and tea was taken throughout the ship with a very happy company of guests.

Fate was kind, for the rain cleared quickly, Spithead was seen, and H.M.S. Bulwark just ahead with Guard waiting to salute the passing Flagship.

From then onwards came normal routine pipes (all clearly explained to visitors), and finally, "Hands fall in for entering harbour, visitors are requested to take up their allotted positions."

Portsmouth, the world's premier naval port has seen many unusual sights, but never before had she seen the Flagship of the Home Fleet, her decks lined with happy guests, conforming to the Naval Custom.

Television cameras had been busy and soon happy scenes of childrens' slides and sailors tying knots were being flashed on screens in homes throughout the country.

Dolphin and Vernon, Victory and Britannia saw history made that day; may it be repeated many times until it becomes another "Naval Custom."

From the visitors, "Thank you Tyne and God bless you all."

### Cockleshell Heroes

WE HAVE all become used to seeing in every publisher's new book list yet one more story of some "daring and dashing exploit" of the late war. Such stories it must be admitted do not captivate our interest or our shillings as once they did, we are not insatiable. But there is published this month a story that is so compelling in its courage and simple in the manner of its telling that we should all miss much in not reading it.

C. E. Lucas Phillips persuaded Lieut.-Col. H. G. Hasler, D.S.O., O.B.E., to tell him the story of one of the most spectacular raids of the war, and with the help of the official records and the narratives of those who took part in the action Brigadier Phillips has written his inspiring story "Cockleshell Heroes".

The book is published by William Heinemann, price 16s. The photographs and illustrations are poor, but the tale itself does not suffer in consequence.

Admiral Earl Mountbatten in his Foreword to the book commends the story to us as an account of a fine operation carried out by a particularly brave party of men. We would add our commendation to his.

### The Last of the 'Old Lady'

SALVAGE MEN have removed the last traces of the wreck of H.M.S. Warspite from the rocks off St. Michaels Mount, Cornwall. Warspite was wrecked off Prussia Cove in April, 1947, when she was being towed to the Clyde to be broken up. In 1950 she was refloated by compressed air and beached.

H.M.S. Warspite was a battleship of the Queen Elizabeth Class, and was completed in 1915.

Admiral of the Fleet, Viscount Cunningham of Hyndhope, first christened her the "Old Lady," the occasion was on her return to Malta after the bombardment of Catania, Sicily, on July 17, 1943. H.M.S. Warspite, with paravanes streamed, made a good 23½ knots in her then thirtieth year. Viscount Cunningham made the following signal: OPERATION WELL CARRIED OUT. THERE IS NO QUESTION WHEN THE OLD LADY LIFTS HER SKIRTS SHE CAN RUN.

Many who served on the "Old Lady" will remember her with affection and pride and hope that her spirit lies in some secure haven.

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Please forward one postcard of H.M.S. Diana as reproduced at the top of this page, for which I attach stamp value 2d. (Use block letters please.)

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### In Memoriam

Lieut. J. M. Mitchell, Royal Navy, R.N. Air Station, Brawdy. August 4, 1956.

P.O. A. S. Jones, D/JX.157351, H.M.S. Barrage. August 8, 1956.

Sub-Lieut. W. I. K. Manson, Royal Navy, R.N. Air Station, Lissiemouth, August 10, 1956.

L./Air/Mech. J. J. Holsey, L/SFX 901789, R.N. Air Station, Yeovilton. August 10, 1956.

Sub-Lieut. J. G. N. White, Royal Navy, H.M.S. Eagle. August 16, 1956.

Able Seaman W. Stubley, P/JX. 285841, H.M.S. Kenya. August 19, 1956.

Master at Arms S. V. Spicer, P/MX. 812525, H.M.S. Terror. August 22, 1956.

## MARRIED QUARTERS

THE RATE of completion of permanent married quarters continues to be high and during August some 60 will have been furnished and occupied. This rate will continue for some time and indeed it is hoped to improve on it during the next few months. At the same time a fair number of new hirings have been found and taken.

During September the southern portion of the Paulsgrove Estate, consisting of 114 houses should be completed. That will leave 16 houses and 60 flats in the northern portion. The former will not be long but the latter will be some months before completion. During the month there should also be a batch of houses at Eastney which will be allocated to Naval ratings. These completions will be in addition to the high output from the Rowner Estate.

### Good Progress

The flats at Stamshaw in blocks of six and 12 and those at Gosport in blocks of four are progressing very well indeed and at each successive visit seem to be even nicer than at the preceding time. The smaller families should be very comfortable and happy in them when they become available in about a couple of months' time.

On the officers' estates building will complete at Esplanade Gardens in September and all ten houses will be occupied. There is good progress at the Drayton Estates above Cosham, with an output of three houses a week. Work on the main contract for 48 flats and five houses at the Henderson Road Estate, Eastney, has commenced as has also that for 22 maisonettes in King's Terrace, Southsea.

It has been necessary to write this article rather early in the month so that it is difficult to forecast whether

there will be any change in the rosters. The present indication is that there will be little change in the waiting time, but keep a weather eye open for the monthly statement in the notice board issue of P.T.M.'s at the beginning of the month.

### Ignorance of Scheme

It is really rather worrying that there is still so much ignorance of the married quarters scheme in spite of the fact that it has been running 2½ years. The enquiries received show that there must be a lot of people who would take advantage of the scheme if they knew of it and how. The bones of the matter are that any married rating over 21 in an establishment at Portsmouth or in a ship in Home Waters based on Portsmouth may apply. When he gets to the top of the roster he will be given a quarter provided he is expected to remain based on Portsmouth and in Home Waters for the next six months. The quarter will either be a newly completed house or flat built and furnished by the Admiralty or a furnished house or flat rented by the Admiralty. He will get a really nice place at a rent which he can easily afford; the maximum rent is 17s. a week. He can stay in this quarter for a maximum of three years provided he remains based on Portsmouth, including time on a General Service commission in a Portsmouth ship and, if he wishes, time on Foreign Service. During this time he will not be worried by officials provided he behaves as a good tenant. To apply for one of these desirable residences it is only necessary to put in a request in the normal way.

The same regulations apply to officers except that the minimum age is 25 and the rents, though still very reasonable, are higher.

## Friendly Wives

### H.M.S. VERNON BRANCH

AS USUAL, because of the holidays no general meeting was held during August but our members have not been idle during the month.

Wednesday, August 1, was H.M.S. Vernon's At Home Day and, although the weather was unkind and so reduced the overall attendance, there was plenty of work for those members who manned the creche in the Wardroom Annex.

Over the August Bank Holiday week-end the creche in the Dockyard in connection with Navy Days had to be manned and we shared the responsibility of Saturday, August 4, with the Gosport and Fareham Branch. Thanks are due to those members who so willingly gave of their time on that day.

### Future Events

Our next general meeting will be a demonstration of and a film about Electric Cookery. This will be held in the Wardroom Annex at 2.15 p.m. on Wednesday, September 12, when we hope to welcome a large number of members.

Sewing Meetings will be held on Wednesdays, September 5 and 19, and, with the Sale of Work in November, these are of increasing importance.

### New Members

All wives, whose husbands have spent any time in H.M.S. Vernon and who are still serving in the Navy, are eligible for membership of our branch and will be very welcome at any meeting.

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The Welfare Committee of R.N. Barracks, Portsmouth, own and operate two luxury 38 seater coaches.

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- ★ EVENING TRIPS ETC., ETC.

For further information please telephone Dockyard 2616 or write to the Welfare Secretary, Canteen Block, R.N. Barracks, Portsmouth.

Just say what you want and the rest will be arranged for you.



## LONDON DIVISION R.N.V.R.

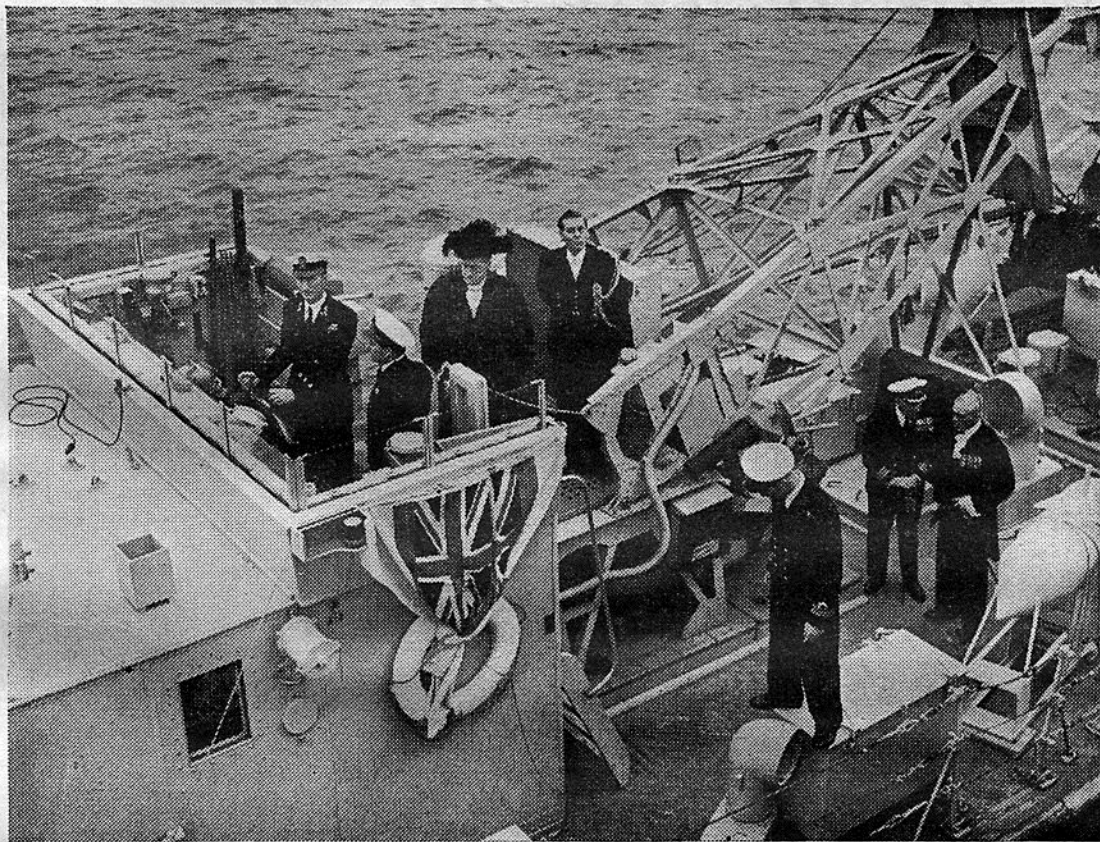


Photo: "The Times"

H.M.S. CHRYSANTHEMUM, one of the three drill ships of the London Division R.N.V.R. moored along the Thames Embankment near Blackfriars, flew the City of London flag on July 31.

The Lord Mayor of London, Ald. Sir Cuthbert Ackroyd, was on board to rename the Division's new training ship H.M.S. Isis. The ship moored

alongside Chrysanthemum, is an inshore minesweeper commissioned for the first time this year.

The Lord Mayor boarded her at the Tower of London Pier and proceeded up-river to the Chrysanthemum. There he addressed a parade of members of the Division, pointing out the aptitude of the names "Isis" and "Thames."

H.M.S. Thames is a coastal minesweeper, also attached to the Division, which is kept at Harwich, being too large to be brought up to the King's Reach.

Afterwards the Lord Mayor was entertained in the Ward Room by the Commanding Officer, Capt. C. P. C. Noble, D.S.C., R.N.V.R.

## Commissioning of H.M.S. Cambridge

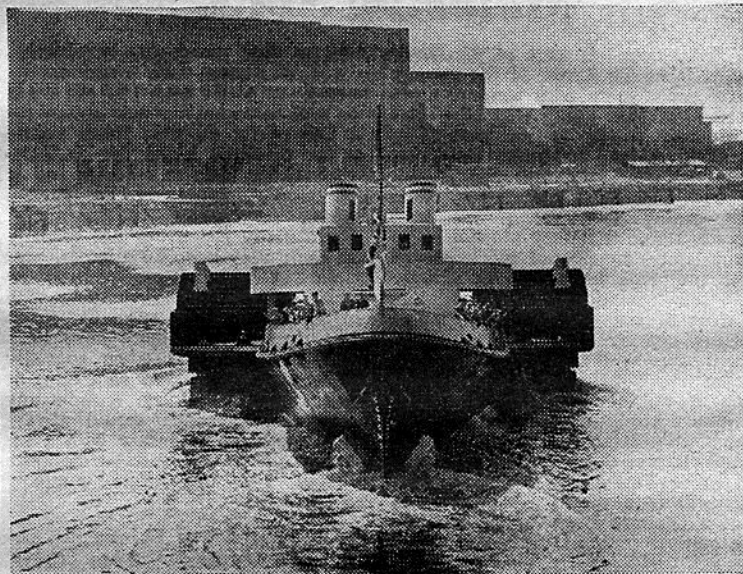
A CENTURY to the day since the 78-gun "wooden wall" H.M.S. Cambridge became the first official Naval Gunnery School at Devonport, a shore establishment with the same name and functions was formally commissioned on Thursday, August 9.

This establishment is at Wembury, near Plymouth. It was named by Lady Pizey, wife of the Commander-in-Chief, Plymouth, Admiral Sir Mark Pizey, K.B.E., C.B., D.S.O., and the Commanding Officer, Capt. R. C. P. Wainwright, D.S.O., R.N., read the Commissioning Order before the ensign and commissioning pennant were hoisted.

The First Lord of the Admiralty announced in the House of Lords on August 1 that the Gunnery School at Devonport is to be closed. In recent years many of the functions formerly performed at the Devonport Gunnery School have been taken over by the establishment at Wembury.

The original H.M.S. Cambridge was replaced in 1868 by a steam driven wooden vessel which took the name of Cambridge, and this ship and two others which joined her later continued in service until the school was moved ashore in 1907, losing its separate identity by being incorporated into the R.N. Barracks, Devonport.

## THE LAUNCHING OF A NEW TUG



H.M. Tug Director

Photo: A. T. Kelly

THE SECOND of the seven new Diesel electric paddle tugs ordered by the Admiralty, H.M. Tug Dexterous, was launched at 2 p.m. on August 21 from the yard of Messrs. Yarrow and Co., Ltd., Scotstoun, Glasgow. H.M. Tug Director, the first of the class, was launched in June.

The launching ceremony was performed by Mrs. Yarrow, wife of Mr. E. G. Yarrow, M.B.E., and the religious service conducted by Canon W. S. Robinson.

Though primarily for harbour service, the new tugs conform to Lloyds Class 100 A.1 for towing and salvage services. Paddle-driven tugs are found by experience to be the most suitable for moving aircraft carriers and other large warships in

the confined waters of Dockyard basins.

To enable them to operate under the overhanging sides of aircraft carriers, hinged masts are fitted as well as squat funnels and raked back stems.

The propelling machinery consists of four Diesel generators connected in series with two independent propulsion motors. The paddle wheels are of the feathering type with star centre arranged inboard and on the paddle block.

Accommodation is provided for six officers and fifteen crew. The overall dimensions are: length 157 feet and breadth 60 feet. Displacement, load 710 tons.

## Reduction in Naval Base at Londonderry

THE FIRST Lord of the Admiralty, Viscount Cilecennin, in announcing on August 1 certain reductions to be made in the shore support of the Royal Navy, emphasised that that report was only an interim one and that there would be further reductions to come.

It has now been decided to base on their home ports the three ships of the Third Training Squadron now operating from Londonderry. This will enable part of the supply and maintenance organisation there to be closed down.

Exact details of the number of staff involved and of the timing of the operation have not yet been worked out, but about 70 people in the supply and maintenance organisation are expected to become redundant. These reductions are being discussed with the Staff and Trade Union organisations concerned.

In reaching this decision the effect on the local employment situation has been borne in mind, but unfortunately other considerations have in this case proved conclusive.

## Have YOU a personal problem...? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

**Counting of "Boy" time**  
I AM an ex-Petty Officer electrician who joined the Royal Navy as a Boy Seaman. During my service I was informed that my time as a Boy would come off my reserve. I joined the Navy on May 15, 1947, and my man time commenced on July 11, 1949.

Would you be kind enough to find out for me if Boy's time does count, and let me have the A.F.O. numbers or Q.R. number.

**Answer:** I assume from your letter that on attaining 18 years of age you opted to transfer to a Special Service engagement and in this case the new engagement you signed was for 7 years' service in the fleet from the age of 18 followed by 5 years in the R.F.R.

The instructions in Q.R. and A.I. Article 0827, paragraph 5, which allow entries under 18 to serve 7 years in the fleet from the age of 18 and in the R.F.R. until completion of 12 years from the date of entry, apply only to direct entry on S.S. engagement while under 18 years of age.

### Pension

I WONDER if you could help me? I am an ex-Master-at-Arms. I was invalided out of the Service in 1948. I was put on a reduced pension which is at present thirty-one shillings a week.

I have always had a feeling that I am not getting the right pension for the rank I was.

Could you tell me if there is any increase in my pension since the Forces recent pay increases?

I enclose a stamped addressed envelope for the answers, please. I should be so glad if you could help me in these queries.

**Answer:** In reply to your letter of June 26, I have obtained the following details of your pension:

You were invalided from the Service in June, 1947, having served for 18 years 350 days. You opted for and were awarded a pension on the 1919 Scale with eligibility for awards under the Pension Increase Schemes and Age addition at 55 years of age.

The basic pension is calculated as follows:

|   | £  | s. | d. |
|---|----|----|----|
| Service ... ..                                | 14 | 0  |    |
| 3 Good Conduct Badges ...                     | 1  | 9  |    |
| Good Conduct Medal ...                        | 1  | 2  |    |
| Petty time as C.P.O. and Petty Officer ... .. | 5  | 6  | 1  |
| Petty time as Leading Seaman ... ..           | 8  | 4  |    |
|   | £1 | 3  | 24 |

|  | Allowed (a week) | £1 | 3  | 3 |
|--|------------------|----|----|---|
| Awards under Pension Increase Schemes. |                  |    |    |   |
| 1947 ... ..                            | 9                | 4  |    |   |
| 1952 ... ..                            | 10               | 0  |    |   |
| 1956 ... ..                            | 2                | 4  |    |   |
|  | £2               | 4  | 11 |   |

Prior to April 1, 1956, awards under the Pension Increase Schemes were payable only when the pensioner's income from all sources did not exceed (in the case of a married man) £502 a year under the 1947 Scheme, and £654 under the 1952 Scheme.

Owing to your income, it became necessary to restrict the awards under the Pension Increase Schemes to 7s. 9d. a week, which, with your basic pension of 23s. 3d. a week, totalled 31s.

Since April 1, 1956, the income limit for awards under the above Schemes, has been abolished, and the full amount shown above is now in payment.

## A.F.Os. OF INTEREST

### A.F.O. 1949/56.

Counting of acting time towards scale A pay by re-entered Chief and P.Os. NO TIME served in an "acting" capacity in a previous engagement by C.P.Os. and P.Os. (other than seaman branch) re-entered after a break in service, shall count towards the award of scale A pay in the new engagement.

### A.F.O. 1955/56.

Cap Badges for wear by C.P.Os. and P.Os. with foul weather clothing. SPECIAL METAL cap badges are being issued for C.P.Os. and P.Os. required to wear foul weather hoods or smocks to enable these ratings to be readily identified.

### A.F.O. 2014/56.

Ratings applications for transfer in Branch while serving abroad. REQUESTS FROM ratings serving abroad for transfers in branch cannot be entertained, and ratings must wait until after return to the U.K. before making applications.

## National Savings

HAS THERE been any increase in "Savings" in the Royal Navy since the recent pay rise?

**Answer:** Yes, there has been a very considerable increase in both the numbers making allotments to the Post Office and Trustee Savings Banks, and also in the amount allotted.

The total amount being allotted each month by the Royal Navy to the P.O.S.B. has increased by nearly £30,000!

CAN YOU inform me if any special facilities will be provided for the purchase of Premium Bonds by personnel serving in the Royal Navy?

**Answer:** This matter is being actively investigated and a reply to your question will be made in this column as soon as a decision has been reached. In the meantime you can obtain an interesting leaflet giving details of the Premium Bond from most Post Offices. Ask for Leaflet No. P.L. 106.

## H.M.S. EAGLE AND THE BEES



H.M.S. EAGLE (Capt. H. C. Maclean, D.S.C., R.N.) was recently paid an unexpected visit by Royalty whilst on a visit to Istanbul.

A Queen Bee settled on the wing of a Sea Hawk jet fighter, surprising the naval aircraft mechanics who were preparing the aircraft for a flying demonstration to senior Turkish Officers.

What embarrassed the airmen was not the eminence of their visitor but the number of her retinue, which was a complete swarm, and the absence of instructions for "Bees, one swarm, removal of" in their instruction manuals.

However, the Royal Navy is never at a loss, and a member of the ship's company, Master at Arms C. H. T. Rouse, of Severalls, Crewkerne, Somerset, who is an amateur bee-keeper, improvised suitable protective clothing and set about removing the swarm in a bucket.

The queen was rather errant, absented herself from her place of duty, namely the bucket, and settled on Rouse's cap, where she was immediately joined by her bodyguard, much to the amusement of the previously apprehensive airmen. Continuing her search for a place worthy of her regal attentions she then took off on a tour of the ship, paying rather too close attention to a member of the crew who was not dressed for apiaristic duties and was, understandably, summarily "swatted." This demoralised the swarm who were at last persuaded to allow themselves to be removed in the aforementioned bucket, which had been so rudely scorned by their leader.

They departed to the respectful cheers of the ship's company who had been much impressed by the flying ability, swift target marking, and concentrated fire power potentialities of the insurgents.

## July 14th Parade at Nantes

H.M.S. GRENVILLE (Capt. I. G. Robertson, D.S.O., D.S.C., who, in command of H.M.S. Consort, was instrumental in rescuing H.M.S. Amethyst when trapped by the Communists on the Yangtse) shortly to escort the Royal Yacht Britannia at Cowes, and H.M.S. Undaunted, dressed overall being admired by crowds, while the Mayor and Council, the Chamber of Commerce and high officers of the French Armed Forces were being officially entertained on board. The band of the Manchester Regiment played on the quay side. Nantes, famous British base in 1914-18 war and in 1939-40 has scarcely been visited by H.M. ships since the war, until the arrival in 1954 of present Consul Lieut.-Cdr.

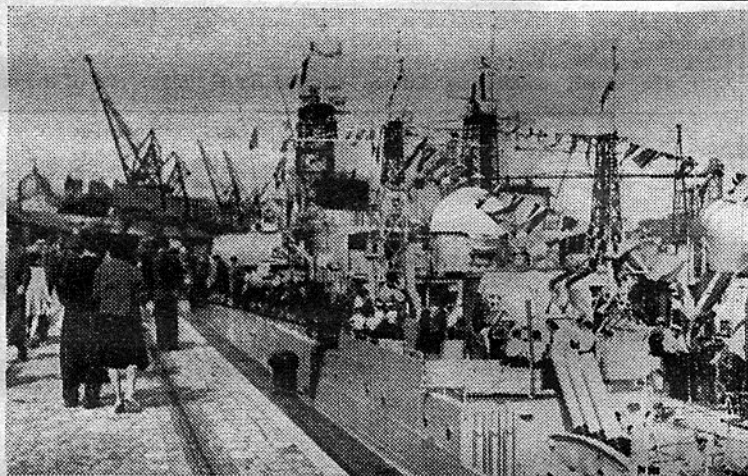


Photo: "La Resistance de l'Ouest," Nantes.

F. C. Bishop, R.N. ret'd. Since then, seven visits by fourteen ships have taken place. The Nantes people are warmly pro-British. Over 10,000 visitors were received on board H.M. ships.

## LEE-ON-SOLENT FLY PAST



Rear-Admiral C. J. G. Evans, C.B.E., D.S.O., D.S.C., Flag Officer, Flying Training, with the Captains of the Home Air Stations at R.N.A.S., Yeovilton, prior to their take-off in Sea Vampire aircraft to lead the fly-past of Naval jet aircraft for Her Majesty The Queen at R.N.A.S., Lee-on-Solent,

after the presenting of the Queen's Colour. Left to right: Capt. L. E. D. Waltham, D.S.C., Commanding Officer, R.N.A.S., Ford; Capt. H. J. F. Lane, O.B.E., Commanding Officer, R.N.A.S., Yeovilton; Lieut.-Cdr. W. D. Lang, Flag Lieutenant to F.O.F.T.; Rear Admiral Evans; Capt. P. D. Gick,

O.B.E., D.S.C., Commanding Officer, R.N.A.S., Lossiemouth; Capt. T. G. C. Jameson, Commanding Officer, R.N.A.S., Eglinton; Capt. D. Vincent-Jones, D.S.C., Commanding Officer, R.N.A.S., Culdrose; Capt. D. C. E. F. Gibson, D.S.C., Commanding Officer, R.N.A.S., Brawdy.



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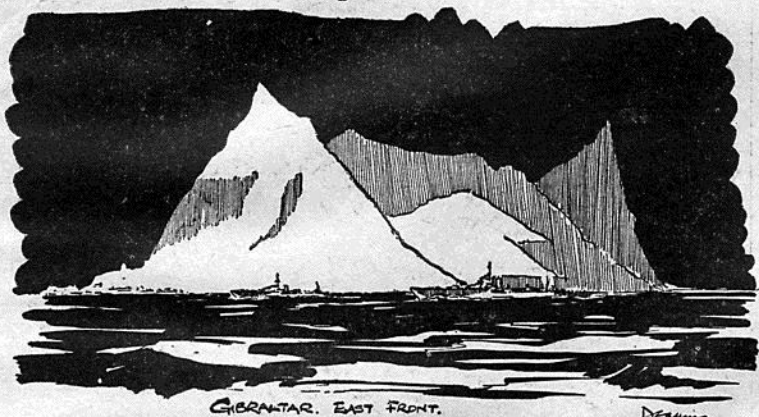
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# TRAMPS ABROAD

George R. Deakins



I ARRIVED home one evening recently to find my son David waiting for me at the gate. "Essay on Gibraltar tonight Daddy" was his greeting. "Good!" I replied "Have you finished it?" "Oh no! I'm waiting for you!" he answered.

My hopes of settling down to painting faded as question followed question and I began to realise that my knowledge of Gibraltar was about that of an average landsman.

"Gibraltar," I began, "is a peninsular fortress situated at the western end of the Mediterranean. It has been in the possession of the British since 1704 when it was captured from the Spanish by a combined British and Dutch force under the command of Sir George Rooke."

David's eyes switched from the clock to the television screen. "Are you listening?" I challenged. He was frankly bored, so I ransacked my memory for experiences and watched his eyes brighten in the telling. Clock and television were forgotten. So was his essay!

## Do You Remember?

I told him of coaling ship from the mole. Do some of my old and crusty readers remember? Remember "All hands in" with the exception of the "Sparkers." Narrow gangplanks leading from ship to jetty and which perilously bobbed up and down under the weight of sweating coal black sailors and their laden baskets. Up the gangplank, tip the coal, down the gangplank, up—down, up—down, up—down, 2,500 tons of the muck, until the job was finished; the younger readers might not believe it, but those were happy days.

Remember the hot, still days with the harbour mirror-like reflecting all on its silken surface. And the unpleasant easterly winds ("Levanter") which churned the water to a turmoil and tore ships from their moorings. "Clear lower deck, down all awnings, close all upper deck hatches!"

I told him of the convicts who had built the long moles as a protection against the west and sou'-westerly storms; moles which housed the huge coaling pounds; moles transfigured with Duresco on the Atlantic Fleet's arrival; moles decorated with flags and bunting as boxing rings were

erected, shooting ranges laid out, fencing strips marked off and shore heads flooded with disinfectant.

## Make and Mends

I told him of "Make and Mends" and the long, tramping climb up the narrow rocky path to the high serrated crescent-shaped ridge, 1,396 feet high. And how the effort was worthwhile with the exhilarating views to Spain in the north and across the Straits to Africa. A Strait 8½ miles wide and 175 fathoms deep, but for which the Mediterranean would become a salt lake.

To the east the dizziness of the steep concrete water catchments and to the west, the slope shelving down to reclaimed land on which grew stone-pine and wild olives, palmetto, cactus, almonds, figs, tangerines and oranges, together with a dazzling mass of exotic flowers.

And beneath one's feet, down, down in the foundations of the rock, caves of great archaeological interest.

I told him of the belt of neutral sandy tract, 10 feet above sea level, which connected the Rock to the mainland of Spain; of La Linea and bull fights; of Customs officers and Spanish policemen; of how and where to get more pesetas to the pound than the exchange rate allowed. Of the thousands of workers who come from Spain daily, and on their return, the petty smuggling of tinned food thrust into voluminous skirts or hidden in patched, baggy trousers.

## Barbary Apes

And then I thought of the essay and came back to earth with a description of Gibraltar's strategic value; of General Franco and his reluctance to commit himself irrevocably to the German cause and the attack which did not materialise during the war.

I told him of Barbary apes and their near extinction; of the mixed civil population of Spanish and Mediterranean origin, crowded into the old terraced town; of the increased importance of "Gib" by the opening of the Suez Canal in 1869. David's eyes began to wander again, the spark had gone! I switched on the television, notebook and pencil slipped to the carpet, and Granny Groves held the stage.

See page 16 for Classified Advertisements

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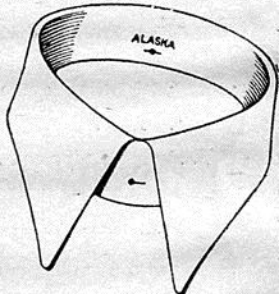
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# Copenhagen to Portsmouth



A REPORT has been received of a trip made by a pinnacle of H.M.S. Bulwark from Copenhagen to Portsmouth. It is regretted that pressure on our space precludes a full report of what was, obviously, a worthwhile trip. Four officers and eleven ratings, three of them National Service men, made the trip, and from the account it was clear that, despite long and tiring days, setbacks, weather and a certain amount of discomfort, all of them learnt a lesson in self-reliance and stamina and enjoyed the journey.

Leaving Copenhagen on July 1, 982 miles were covered in 12 days, 521 of the miles by sea, the remainder through the rivers and canals of Northern Europe.

The selected route was from Copenhagen to Kiel, through the Kiel Canal to Wilhelmshaven, and thence using the inland waters meeting the open sea at Calais. In order to save fuel and time over the most uninteresting and hazardous part of the journey, Bulwark's M.F.V. Sybella towed the pinnacle from Copenhagen to Kiel.

The bugbear of canal travel is the possibility of finding canals closed without warning. For example, the Ems-Jade canal, connecting Emden

and Wilhelmshaven, was closed without even the German Navy at Wilhelmshaven, or the Elbe Squadron at Cuxhaven, having any knowledge of it. Finding this canal closed vitally affected the route of the pinnacle which had been so carefully planned. Instead of passing through this canal, entering the North Holland canal system through the Friesian Lakes, across the Zuider Zee to Amsterdam, and thence to Rotterdam, this setback meant that the pinnacle had to spend two days retracing her path, and then had to make for Bremen on the Weser river.

## Initial Shock

Entering the German canal system at Brake the pinnacle reached Oldenburg and caused a slight upheaval amongst the British troops garrisoned there. They were extremely helpful once they had got over the initial shock of having their territory invaded by the Royal Navy. From Oldenburg the pinnacle sailed along the Kusten Canal to the Ems, turned south and entered Holland at Rotenbrück. At the little village of Ter Apel, in Holland, where the pinnacle stopped for the night, one of the crew

of the Dutch merchant ship Rigel, which Bulwark had towed into Milford Haven in the spring, recognised the name of the ship from the crew's caps, and made himself known.

Zutphen the junction of the Twente Canal and the River IJssel was the next "port of call" and then on to Arnhem. Progress down the Rhine was very good indeed, but the flood tide and the strong head wind at the mouth of the river delayed the pinnacle and it was decided to miss Rotterdam and make for Dordrecht, a fair-sized town on the mouth of the Maas. The next part of the journey, to Ghent, although approached with a certain amount of misgiving, was both exhilarating and interesting.

Ghent to Ostend and so on to Dunkirk Calais was to have been the next call, but despite a rough sea, the pinnacle made seven knots and, abeam Gravelines, the decision was taken to make for Eastbourne. The pinnacle secured alongside Bulwark next day, July 12.

The officers and crew say that their reception everywhere was most cordial and we congratulate them and wish we had more space to record the events of their journey.

# U.C.W.E. Open Day



The Commander-in-Chief, Portsmouth, being greeted on arrival at U.C.W.E.

ADMIRAL OF the Fleet, Sir George E. Creasy, G.C.B., C.B.E., D.S.C., M.V.O., Commander-in-Chief, Portsmouth, visited H.M. Underwater Countermeasures and Weapons Establishment, West Leigh, Havant, on Wednesday, August 1, 1956, to open the new office building for the R.N.S.S. staff of the Establishment. A company of over 80 distinguished visitors was present for the occasion. These included Rear-Admiral Peter Dawnay, M.V.O., D.S.C., Deputy Controller of the Navy, Sir John Carroll, K.B.E., Deputy Controller, Research and Development, Dr. H. F. Willis, Chief of the Royal Naval Scientific Service, Commodore R. R. S. Pennefather, Staff of C-in-C., Portsmouth, Capt. A. H. Wallis, R.N., Director of Underwater Weapon Material, also Mr. A. A. Haggard, the architect, Alderman J. R. Winnicott, of the firm of building contractors, and many representatives and heads of Admiralty Departments and Establishments.

The visitors were received by the Captain of the Establishment, Capt.

P. M. B. Chavasse, D.S.C., R.N., and the Chief Scientist, Mr. I. Fagelston. Capt. Chavasse, welcoming the Commander-in-Chief, said:

"I feel sure that the work of this Establishment must be of special interest to you—not only as a Torpedo Officer but also in your high N.A.T.O. capacity. I feel confident that our much-improved facilities and concentration in one area for the first time in sixteen years will prosper this important work."

## The Admiral's Reply

In his reply, Admiral Sir George Creasy, said:

"It is a great pleasure to me to be here today to open the New Office Block of Her Majesty's Underwater Countermeasures and Weapons Establishment. It is nice to think that from now onwards your Establishment, Captain, will not only have the longest name of any Establishment in the Service but the newest office block. I also like to think that I am here, so to speak, in my own rights as Commander-in-Chief, to open the

building, but, it is very *à propos* that I should be here in the light of my seniority in connection with the Establishment, because I joined the Establishment under its original name of the Mining School as a very young lieutenant, as far back as May, 1918. Of course, in those days, as you are all well aware, the Mining School occupied the present site of Vernon.

"I am all the more delighted to hear that one aborigine of the Establishment is even more senior than myself, and I am referring to Miss Ore, who joined, I believe, as far back as 1917 when the Mining School first started. I believe that Mr. Mortimer, C.E.O., is a contemporary of my own, in that he also joined in 1918.

"As Capt. Chavasse has said, no one is better aware of the importance of the work done here than am I, both in my N.A.T.O. hat as Commander-in-Chief of the Channel and Southern North Sea and as C-in-C., Home Station (Designate). Also, as you know, I take a very lively interest in the work going on here and its results in my more simple hat of Commander-in-Chief, Portsmouth. I wish God Speed and Good Fortune to all the work being done in Her Majesty's Underwater Countermeasures and Weapons Establishment. Good luck to you all."

Miss Ore is a Leading Tracer at H.M. U.C.W.E., and was awarded a B.E.M. in the Queen's last New Year's Honours List. Mr. Mortimer is an expert on ship fitting and was awarded an M.B.E. in 1946.

## Photographic Error

The photograph on the front page of the August number of NAVY NEWS was the Danish Georg Stage, as so many of our readers have pointed out, and not the Portuguese Sagres.

## Correction

The article on page 13 of the August issue, on the Royal Indian Navy Club Reunion, should have read "Royal Indian Navy (1612-1947) Club."

## VICTORIA BARRACKS

FROM THE beginning of September the New Entry Training formerly done in Victoria Barracks will be carried out in the old Frobisher block in the Royal Naval Barracks, which has been altered and redecorated for its new task and renamed Jervis Block. The large messdecks have been sub-divided into six dormitories which will be heated by modern hard fuel stoves in the winter months. Canteen and recreational facilities have been provided on a generous scale and spacious classrooms and lecture rooms have been made within the main building so as to make it a completely self-contained unit.

Victoria Barracks, built for the Army in 1887, has been occupied by the Navy for more than a decade, during which time there have been many rumours that it would be required again by its former owners. Two years ago the Army authorities said that they wished to re-occupy the barracks in 1956 or 1957, and plans were therefore made to move the training task. Now, however, the Army have said that they have no use for the buildings and at the moment it is not certain who will use them or for what purpose.

### Happy Memories?

During the Navy's occupation, Victoria Barracks was used first as an overflow for the Royal Naval Barracks, then at the end of the war as a transit depot for men being demobilised, and in 1947 it started to become a New Entry Training Establishment. Since then Seamen and Miscellaneous Ratings for National Service and Adult Long Service Ratings have received their kit and first elementary instruction in the ways of the Navy within its walls. More than five thousand men per annum have been entered and kitted up in Victoria Barracks so that it is estimated that about one-third of those who have entered the Navy since 1948 have passed through its gates.

In addition to the New Entry Training task, the Barracks has been a centre for preparing Upper Yardmen for their Selection Boards and a collecting point for men awaiting National Service C.W. Boards. In 1954 and 1955 a total of 1,600 men appeared before the N.S.C.W. Boards of whom just over seven hundred were successful.

### Varied Branches

The Command Seamanship and Coxswains' Schools have also been accommodated in one of the blocks. The school is responsible for qualifying ratings in Seamanship for advancement to Branch Rank, Petty Officer and Leading Seamen Rates and for training and qualifying senior ratings as Coxswains. A Divisional Course for Leading and Able rates of all branches is also run at this school. Selected reserve ratings of the R.N.R. and R.N.V.R. attend during their period of 14 days' training and are given courses and examinations to pass for Petty Officer and Leading Rate. In the year ended December 17 nearly 1,500 ratings of all types passed through the School.

This task, although remaining in Victoria Barracks for the time being, will be transferred by the end of the year to part of the accommodation previously occupied by the Mechanical Training and Repair Establishment at Flathouse, except that the Divisional Course will now be done in Royal Naval Barracks.

All these ratings will be accommodated in Royal Naval Barracks from late August and will travel daily to the Seamanship School.

The Instructional Staff and Officers of Victoria Barracks move *en bloc* at the end of the leave period to Royal Naval Barracks so as to be ready to start work in Jervis Block on September 3, when it will be "business as usual" in the new premises which it is hoped will be more convenient for all concerned.

## R.N.B. DEVONPORT

THE EVENT of the month under review was undoubtedly the commissioning of H.M.S. Cambridge at Wembury, near Plymouth. A century to the day since the 78-gun wooden-wall Cambridge became the first official Gunnery School, Lady Pizey, wife of Admiral Sir Mark Pizey, Commander-in-Chief Plymouth, named the new ship by breaking a bottle of Devon champagne cider against the mast at the Short Range Battery.

Following short religious services, the Guard—wearing Cambridge cap tallies for the first time—marched off to the tune of "Devon Born," written



H.M. Ships Surprise, Birmingham and Eagle berthed at Beirut during their visit to the Lebanese Republic

for H.M.S. Cambridge by Vice-Admiral L. N. Brownfield (Admiral Superintendent, Devonport) and Capt. George Duncan.

To commemorate the occasion an oak tree was planted in the main camp by Mrs. Wainwright, wife of the Commanding Officer, H.M.S. Cambridge.

H.M.S. Cambridge is the largest Naval gunnery range in the Commonwealth and is to take over all functions previously carried out by the Gunnery School in R.N. Barracks.

Two other changes affecting R.N.B. are contained in the first list of reduction to be made in the Navy's shore support. H.M.S. Raleigh, the Torpoint training establishment for Engineering Mechanics, is to be housed in R.N.B., and the Devonport Signal School is to be absorbed by H.M.S. Mercury, leaving only a small centre here to deal with minor training commitments.

H.M.S. Defiance is to be fully closed, and the hulk H.M.S. Alania is to be decommissioned. There are no other changes to report—yet!

The August Navy Days were a queer mixture of business and pleasure. A new attendance record was set up, and the milling thousands had a completely unscheduled event to look at as H.M.S. Ocean loaded at speed for the Mediterranean. On the lighter side the week-end's most fascinating casualty was prevented by a submariner when he stopped one small Plymothian from stuffing an even smaller Plymothian into the invitingly open end of a torpedo tube.

### "Gloomy Sunday"

On "Gloomy Sunday"—July 29, when the south-west was lashed by a severe gale—the emergency destroyer

H.M.S. Orwell made great efforts to save the ketch Moyana, winner of the Torbay-Lisbon race. Slipping at 0700 she encountered mountainous seas but succeeded in locating the drifting vessel 60 miles off Plymouth and taking her in tow. Her crew of cadets had been rescued just previously by the Glasgow steamer Clan McLean. The tow had to be cast off, however, as it was seen that the ketch was about to founder.

Finer weather was enjoyed by H.M.S. Apollo when she brought 29 relatives, including children, from Teignmouth to Plymouth recently.

This experiment, to give relatives of serving men an idea of life at sea, repeats a similar operation by H.M.S. Tyne, who conveyed relatives from Southampton to Portsmouth.

In an interview some of Apollo's passengers described their voyage as a first-rate insight into Naval life and expressed the hope that there will be many such trips in the future.

## R.N.B. PORTSMOUTH

THE SUMMER Leave Arrangements this year were intended to be in the nature of an experiment—and so they proved to be, but not as expected! Instead of R.N.B. personnel proceeding on leave in two watches it had been decided that a small Advance Party would have leave, then return "to hold the fort" whilst the Main Party had their share of enjoying the English summer at leisure. The general view was, that everyone having been informed that R.N.B. would be virtually closed, a reasonably quiet time would be had by all. However, everyone was *not* informed. A certain dark-skinned gentleman turned our experiment into one of stretching our



The Earl of Gosford, Parliamentary Secretary to the Minister of Defence, visited H.M.S. Vernon on Friday, July 20, in the course of a tour of establishments in the Portsmouth area. He is shown here inspecting diving equipment from the Diving School in H.M.S. Vernon. The Earl spent 45 minutes touring the instructional departments

### Are you at a "loose-end"?

The City of Portsmouth ranks very high on the list of popular seaside resorts, and provides a number of entertainments for the visitor who has saved for his annual holiday by the sea. But what about the resident Naval population? Even in these days the average sailor can ill afford a run ashore every night he is not required for duty; and the dog watches in a shore establishment can be very dreary. This has been appreciated in R.N.B., and in recent months, a most comprehensive assortment of recreations have been organised under teams of volunteers to make life more interesting. There are now well over 30 of these activities, designed to cater for all tastes ranging from Archery, through Badminton, Basketball, Cycling, Debating, Dramatics, Motor-ing, Photography, Roller Skating, Snooker, Stamp Collecting and a host of others to Weight Lifting. In addition, of course, are excellent facilities for Carpentry, Welding, Boot Repairing, Plumbing, Model-making, Leather-work, Sheet Metalwork, House-wiring and Electrics. The omnivorous reader will find all he requires in the Reference or Recreational Libraries, and the Education Centre provides for the rating who wishes to study for the H.E.T. or other educational examinations. All ratings joining the Barracks can contact either the officer or rating responsible for that particular form of recreation or relaxation in which they are interested, and the more who do so, the easier will it be to extend and improve the facilities already provided.

## H.M.S. HORNET

THE MOST outstanding event of the last month has been the success of the Hornet Cricket XI in winning the Command Cricket Cup. In the final we beat the Royal Marines, Eastney by nine runs. Score: Hornet, 137; R.M., 128. As the score suggests it was a very exciting and close finish. The best performers for Hornet were Blackshaw 51 not out, Plumer 25, followed by some steady bowling by Farquharson, Ham and Davis.

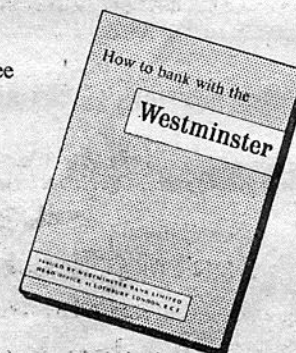
Another high-light of the month was the visit of the 1st Squadron to the South of Ireland. On the morning of July 18 the Squadron berthed at Customs House Quay, Cork, and very soon were invaded by hordes of ex-Navy men including a number who served in Coastal Forces during the last war. Soon it was evident to all that Ireland's reputation for fine hospitality was no myth. For the next few days the possibility of spending leave in Cork was being discussed throughout the boats, and many hearts were lost to Irish girls.

A cricket match was played against  
(Continued on Page 10)

## You should bank with the Westminster

There's nothing like an account at the Westminster for keeping money matters ship-shape. That is true for most people, whatever their occupation—and doubly true for Naval personnel. The Westminster Bank has had unusually long experience of their particular problems, for it has been dealing with the finances of Navy people since the days of Nelson.

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## REDUCED SHORE SUPPORT

### First Lord Announces Establishment 'Cuts'

CERTAIN REDUCTIONS in the shore support of the Royal Navy were announced by the First Lord of the Admiralty in the House of Lords on August 1.

The First Lord told the House: "We have been examining the efficiency of the Navy's shore support, since every economy we can effect in this field will help us to concentrate our resources on building the Fleet and keeping it in commission. The shore support of the Navy is necessarily a heavy commitment both in men and money, but a great deal of it is unavoidable. The modern Navy includes the Fleet Air Arm, a large part of which has to be based ashore. More complicated weapons and equipment demand facilities ashore for refit and maintenance. Moreover a good deal of training has to be done ashore. Economies, however, are still to be made and I have therefore set up committees with full powers to survey the whole field: storage, maintenance establishments, training centres, research stations and, of course, the Admiralty itself. This survey has become known as 'The Way Ahead.' "The field covered is large. A saving of 5,000 posts ashore held by uniformed personnel will result; this will do a great deal to protect the seagoing Fleet against the planned decline in Vote 'A' numbers. We are aiming to cut out still more of these uniformed posts. We have had a close review of our stores holdings, with the object of keeping only those we really need and getting rid as quickly as possible of those we don't. This alone will lead to substantial economies, but we are going on to reorganise and concentrate into fewer stores depots.

"We have had a similar review of all naval training. Elementary specialist training will in future be done at sea so far as possible, and we are reorganising our training ashore so as to cut out the overheads of redundant establishments. The Royal Naval Barracks are being reorganised so that in future they will be largely training centres. The net result will be the closing

of a number of separate training establishments.

"The new strategy and the essential mobility of the Fleet have opened up the possibility of reducing the size of a number of our Fleet Bases, some quite considerably. I have already announced the setting up of a committee to examine the Admiralty Materiel Organisation, and an additional committee is now at work which will supplement this by covering the other Divisions of the Admiralty. We are fully aware that naval activities ashore touch local interests at many points, not least in the employment we provide in our establishments. In deciding on the pace of these reductions we shall ensure that those interests are safeguarded as far as we possibly can.

"I am circulating a detailed list of reductions. Some of these are already being carried out. Others have been provisionally approved subject to detailed planning. Many of these reductions involve complicated moves and some are bound to take a little time. I would emphasise, however, that this is only an interim report and that I am sure there will be further reductions to come."

The first list of reductions tabled by the First Lord was as follows:

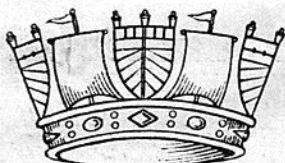
#### I.—Bases

1. Orkneys (Scapa Flow). The naval base in the Orkneys to be closed.
2. H.M. Naval Base, Invergordon. To be reduced to care and maintenance.

#### II.—Training Establishments

3. Chatham and Devonport Gunnery Schools. Gunnery training is to be concentrated in H.M.S. Excellent at Portsmouth and in H.M.S. Cambridge at Wembury. The Gunnery Schools in Chatham and Devonport Barracks to be closed and also the A.A. Range at Barton's Point (Sheerness).
4. Chatham and Devonport Signals Schools. Chatham and Devonport

(Continued on Page 9, column 4)



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ISSUED BY H.M. FORCES SAVINGS COMMITTEE

# Development of Rocket

By Derek W

DURING 1956 the UK armed services will receive supplies of at least four and perhaps five different British-designed and manufactured guided missiles. These will include the Fairey air to air missile (Royal Air Force), the English Electric ground to air anti-aircraft missile (Royal Air Force) and the Sir Armstrong Whitworth-General Electric Company ship to air missile (Royal Navy) and the Vickers air to ground "guided bomb" (Royal Air Force), the de Havilland air to air anti-aircraft guided missile may also become available during 1956, while either a long range ground to ground guided bombardment missile powered by rockets and ramjets or an anti-aircraft missile with a ramjet engine may also reach the stage where production can commence during this year. British companies working on ramjet engines for guided missiles include the Bristol Aeroplane Company and Rolls-Royce.

The British Army will also receive initial supplies of the U.S. Douglas Aircraft Company's Corporal land-to-land bombardment missile during 1956. This atom-bomb-carrying missile which is powered by a rocket motor burning liquid fuel, is guided along a radar beam during its take-off and then flies "free" to its target. It is reported to be extremely accurate at a range of 75 miles and has a maximum range of about 100 miles.

While Britain is also developing her own short-range ballistic rocket missiles (missiles which follow a parabolic trajectory similar to that of a shell) of the Corporal type, priority has been given to the perfection and production of a long-range, inter-continental ballistic missile capable of delivering a hydrogen bomb to the most distant enemy in case of attack. This project can be regarded as a readoption and extension of two pre-war projects for work on the design of two bombardment rockets having a range of 600 miles (the distance from London to Rome) and 800 miles (the distance from London to Berlin) respectively, commenced in 1936, but later cut down in scope and virtually abandoned. Post-war U.K. guided missile work has, like that of the U.S. and Russia, owed much to the work of the German scientists and engineers at Peenemünde at Trauen (where the German Air Ministry's Research Institute was situated), at Kiel (where Professor H. Walter had his main works) and at Trauen (the Bayerische Motoren Werke, or B.M.W. car factory). Indeed, Wernher von Braun, who was in charge of the development of the V.2 rocket (technically known as the "A.4") which was used to bombard England, is now chief of the U.S. Army Development Division at Redstone Arsenal, Huntsville, Alabama. Already von Braun and his team of 100 other German rocket experts and a larger number of American scientists and engineers have created a new, more efficient and more powerful guided missile than the V.2—the 60-foot-long "Redstone," which can be guided accurately to targets more than 200 miles away. It is his team who are to develop the U.S. Intermediate-Range Ballistic Missile, known as I.R.B.M., which will have a range of 1,500 miles. A prototype I.R.B.M. with an 800-mile range is expected to be tested out late this year or early in 1957.

The progress of von Braun's team and other U.S. guided missile teams is of direct importance to the U.K. as the result of joint U.S. and U.K. inter-governmental collaborations in this field of military development, many of the results of the research carried out by Wernher von Braun, Professor Hermann Oberth and his colleagues, as well as those of the North American Aviation Convair and Ramo-Wooldridge Corporation now working on the more ambitious project of the Inter-Continental Ballistic Missile, more popularly known as the "I.C.B.M." or "Atlas."

#### Long Experience

Britain in her turn also has much to offer the United States as the result not only of her research and development work in the guided missile field, but also as the result of her practical experience in the production and use of military rocket missiles and experience that extends back almost uninterrupted to the thirteenth century. While these early English rocket missiles were by no means ineffective, being used with considerable effect against the Scots in the Scottish war of 1327, the first "peak" of British rocket missile development was reached nearly five centuries later with the development of the Congreve ballistic missile, perfected by Sir William Congreve in 1806. This rocket, which had a destructive force equivalent to that of a contemporary medium-size Naval or land-based artillery piece, not only played a major role in Britain's bombardment of Boulogne in 1806 and in Nelson's victory at Copenhagen in 1807, but was also the direct cause of the British capture of Washington in the American War of Independence in 1812 when, at the battle of Bladensburg, the British rocket bombardment was so accurate and so powerful that the two U.S. regiments of Schultz and Regan broke their ranks and fled from the field of battle.

#### Pre-War Plans Cut

The ambitious U.K. plans laid down in 1936 for a major effort on the development of both semi-guided ballistic rockets and fully-guided missiles to include devices for long-range bombardment (like the Rome and Berlin rockets already mentioned), anti-aircraft defence, airborne armament carried in aircraft and for boosting take-off of aircraft are now "paying off." These early pre-war plans were reduced in 1938 to a poorly financed effort in the field of anti-aircraft defence. Yet stunted of resources as the U.K. effort was, it led to the development by the end of the war not only of 22 different kinds of rocket but also, and more important, to the invention of the radar proximity fuse (which was later taken up by the U.S.) in 1940 as well as an early type of photo-electric enemy-seeking device. U.K. expenditure in this field is no longer inadequate and the annual expenditure on research and development, testing and production, exceeds £200m. Indeed, Britain is now approaching a new peak in the field of guided missile development and rocketry. This all too little realised fact is due to the efforts of the U.K. Government research organisations such as Fort Halstead (where the preliminary design work on Britain's underwater-to-land bombardment mis-

## The Cost of a Prog

Cost of research and development ...  
Cost of production facility ...  
Cost of equipping 50 ships with the s  
and firing equipment† ...  
Cost of 7,500 missiles (i.e. 150 m  
dollars per missile ...  
Cost of storing and distributing 7,5  
200 dollars per missile) ...  
Cost of distributing and storing  
components at 500 dollars per sh  
cost of transport from the factory

Initial cost of guided missile program

\*Adapted from Guidance, by Art  
Naval Research Laboratory), publi  
1956 (U.K.).

†The cost of the guidance equi  
research, development, production,  
\$115,381,250, or a quarter of the to

sile which will be carried by Britain's atomic powered submarines, was undertaken), Waltham Abbey, and the Royal Aircraft Establishment, Farnborough, coupled with the even greater efforts (in terms of money expended and staff employed on missile projects) of the research, development, testing and production work undertaken at Government expense by more than 250 U.K. companies.

#### Collaboration

Thus the U.S.-U.K. collaboration, whether it be between Government Departments or between U.K. and U.S. companies, as, for example, in the case of Rolls-Royce and the U.S. companies Boeing (makers of Triton, surface-to-surface, and Bomarc, surface-to-air missiles) and North American Aviation (makers of the Navaho 4,000-mile range star-guided ramjet missile and contractors for the engines of the 5,000-mile range U.S. Inter-Continental Ballistic Guided Missile), is by no means a one-sided affair.

## Types of Missile

**Ground based aiming**—In this, the missile is aimed like a shell from or aircraft, after being "aimed" at target by computations about the target's flight performance made immediately

**Pre-set guidance**—In this system, the missile is aimed before it is fired, altered, serve to keep the missile on any tendencies for the missile to d atmospheric conditions.

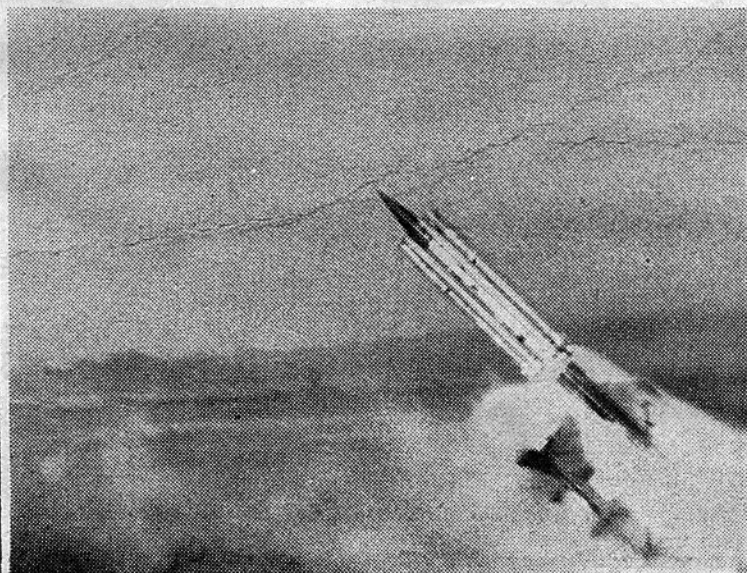
**Homing guidance**—In this form of being kept on its course towards its target by infra-red cells which are sensitive to its course in accordance with the ref of energy, which it emits to "illuminate"

**Path following**—Here the missile is light, or a radar beam, which is continuous "observation post" on the ground, s

**Command guidance**—In these systems by means of pre-set responses in the issued to it from one or more ground flight path of the missile is undertaken by units, or other similar units, on the information they obtain into electro from the computer's calculations a ultrasonic pulses, or other similar m

**Navigational**—In these systems m along a pre-set course by means of automatically observes the position of of gravity on the inertia of the missile magnetic field of the earth (terrestrial guidance and inertial-gravitational g and the former has only limited poss be successfully used in daylight as 4,000 miles. In a very long range m may be used in combination, tog guidance take-off controls and also target systems.

\*Combinations of two or more of used in each of the four main type surface, surface to air, air to surface



A test firing of a Bi-fuel Experimental Rocket

# Rockets & Guided Missiles

by Ragge Morley

## Guided Missile Programme\*

|                              | Dollars     |
|------------------------------|-------------|
| ... ..                       | 20,000,000  |
| ... ..                       | 40,000,000  |
| Shipborne ancillary guidance |             |
| ... ..                       | 250,000,000 |
| Missiles per ship at 20,000  |             |
| ... ..                       | 150,000,000 |
| 10 missiles (storage cost at |             |
| ... ..                       | 1,500,000   |
| the shipborne ancillary      |             |
| ... ..                       | 25,000      |
| to ship) ... ..              |             |
| ... ..                       | 461,525,000 |

... S. Locke and others (from the U.S. ...  
... by D. Van Nostrand, 1955 (U.S.).

... ment for this missile alone including  
... installation, etc., can be estimated at  
... total cost of the missile programme.

In each of the three vital fields of rocket fuels (especially where solid fuels are used), materials of construction and missile guidance, the U.K. has much to offer the U.S., while in the development of systems for the automatic radar detection of enemy aircraft or missiles and the subsequent automatic firing of the defensive and retaliatory missile Britain is ahead.

Britain, like the U.S., is also undertaking design studies of nuclear engines for missile propulsion. Something of the complexity and amount of work involved in developing a missile programme such as Britain's can be judged from the diversity of the equipment and materials that have had to be developed. The number of new components and devices required of the various guidance systems alone runs into several thousands—if not tens of thousands. Special radio and radar-control devices made from sturdy miniature components which are not only capable of withstanding the immense accelerations of the missile's take-off but will also consume

little electric power for the operation and produce only a small amount of heat. Accelerations at take-off, in the case of some anti-missiles now being developed or in the case of an inter-continental ballistic missile, may be of the order of 20 times the force of gravity. The U.K. already has, for example, flown a number of missiles which accelerate away from the ground at speeds of the order of 2,500 to 3,000 miles an hour in from 30 to 50 seconds.

### Space Factor

All equipment carried in the guided missile, whether it be a complete electronic computer, a semi-active radar homing head, a telemetering (or air-to-ground and ground-to-air communications unit) or some other form of radio-control device, or an ultra-sensitive heat or star detecting cell, or series of cells, must occupy the minimum of space so as to leave room for the rocket motor, the warhead and the fuel storage units.

The lack of available space and the necessity for keeping the weight down likewise accounts for the need to keep the electric power required to operate these guidance devices as low as possible, since large batteries would not only reduce the space available for fuel and the engine, but would also either reduce the performance of the missile or the size of the explosive warhead it could carry because of their excessive weight. Savings in power consumption of up to 20 times have been achieved in some U.K. guided missile electronic units by replacing miniature vacuum valves by transistor crystal valves and conventional wired electrical circuits by printed circuits. A few of the U.K. companies which have contributed to these developments are Associated Electrical Industries (who are building the ground-control system for one of the U.K. anti-aircraft missiles), Electrical and Musical Industries (telemetering systems and allied units for a number of missiles), the General Electric Company (the control systems including computing devices, radar and gyroscopes for the Armstrong Whitworth ship-to-air missile), Ekco (radar eye), Elliott Brothers (London) (semi-active radar homing units and inertial guidance units), the English Electric Company and its subsidiary Marconi's Wireless Telegraph Company (radar and other electronic devices), Cossor (radar and electronic devices), Kelvin Hughes (electronic and other navigating and measuring devices), Mullard (infra-red heat detecting cells), Decca Navigation (radar navigating units), British Thomson Houston Company (ultra-sensitive heat detecting cells).

### High Temperatures

Again in the field of materials, ceramics capable of withstanding temperatures of 2,000 degrees Centigrade or more have been developed for parts of the rocket engines by, for example, Morgan Crucible, while other U.K. companies have developed special metals (for example, Tube Investment and Imperial Chemical Industries), and a wide range of other special materials. A special reinforced

plastic capable of withstanding temperatures of 250 degrees Centigrade is but one of the many hundreds of these special materials.

Special solid and liquid rocket fuels made from such varied materials as, in the case of liquid fuels (little data is available about modern U.K. solid rocket fuels) liquid or frozen hydrogen (normally a gas), boron (a metal), hydrazine (a nitrogen compound used in manufacturing pharmaceuticals, detergents, dyes and many other household chemicals), aniline (more commonly used to make dyes, drugs and plastics) and liquid oxygen (normally a gas). Of all these fuels, each one of which must be mixed with an "oxidant" such as oxygen, fluorine, nitric acid or hydrogen peroxide, frozen hydrogen is by far the most powerful since only in this state can the hydrogen be kept free from atoms of other elements, so that the enormous energy which is released when it reassociates itself with atoms of oxygen or other elements on its being freed from its man-made isolation by being unfrozen, can be harnessed to drive the rocket motor.

Britain is developing rapidly and efficiently a guided weapons system which will be able to break up enemy attacks whether by aircraft or by missiles before they penetrate over the coastline on the one hand, and an instantly actuated retaliatory hydrogen bomb carrying missile system on the other hand.

### Testing Facilities

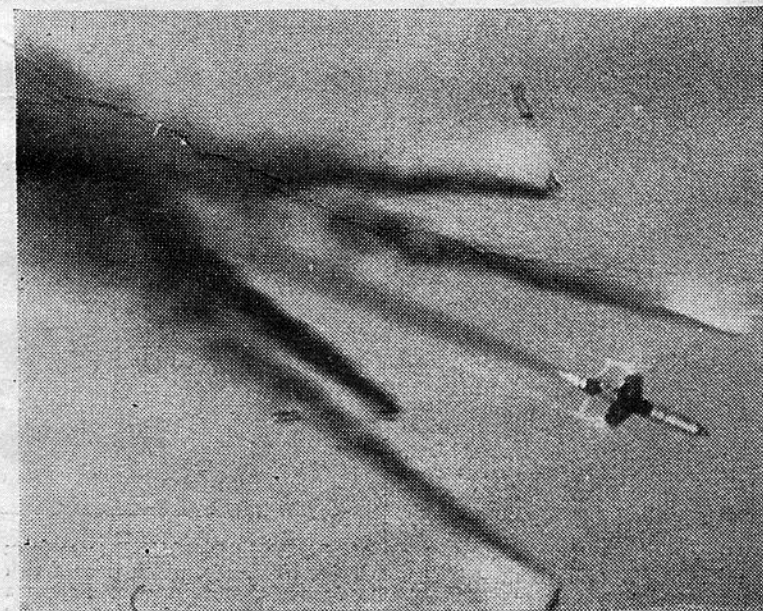
While part of the development work in this retaliatory missile programme will be undertaken at the recently extended rocket range at Woomera, Central Australia, the missile testing facilities now being established in the Hebrides will also play an important role in the perfecting of these inter-continental retaliatory missiles. The hydrogen bomb warheads on the other hand are likely to be tested at the Christmas Islands.

As is the case with inter-continental ballistic missile projects of other countries, the rocket motors will consist of several stages—probably three stages—each one of which will be discarded and dropped to earth at intervals along the missile's flight path. Only the warhead and its short instrument-containing body will reach the target itself.

This powerful missile will be guided on its course by several different types of guidance systems. These will come into play one after another in series as successive points along the flight path are reached.

It is expected that these systems will include not only radar guidance during the initial stages of the flight, but a combined system of celestial and inertial guidance during the middle and longest stage of the trajectory. It may also prove possible to use a local target-homing guidance system (probably based on heat detection) during the final stages of the journey to the ground, although this is more difficult to achieve in the case of ballistic missiles which follow a trajectory similar to that of a shell from a gun than it is in the case of a ramjet missile such as the U.S. Navaho.

(Reprinted from the "Financial Times Annual Review of British Industry, 1956," by kind permission of the "Financial Times.")



The "break-up" during a test firing

## Farewell Message from The First Lord

AFTER A long period on the Board of Admiralty in peace and in war, the time has come for me to say farewell to all officers and men of the Royal Navy and the Royal Marines, to the W.R.N.S. and to all civilian staffs.

During this time I have been very fortunate in being able to visit so many units of the Fleet and shore establishments all over the world. I have had the pleasure of meeting many thousands of you personally and of seeing for myself how the Navy and its supporting Services go about their daily business, often in most trying climates and difficult circumstances. Always I have been impressed by the enthusiasm and sense of purpose

which inspire the Service, and by the close and friendly co-operation between the uniformed and civilian members of the team.

The vital importance of the Royal Navy to this country, in peace or in war, needs no emphasis from me, and I am proud to have been concerned in adjusting the personnel structure to the needs of the modern age, and in planning the operational shape of the Navy of the future.

I could not have wished for happier relationships with the Service, and my time at the Admiralty will always remain a source of great pride and inspiration to me.

Thank you, and God bless you all.

(Continued from Page 8, column 2)

Signals Schools to be absorbed by H.M.S. Mercury, in Hampshire, leaving only small centres at Chatham and Devonport to undertake minor signals training commitments.

5. H.M.S. Ceres (Supply and Secretariat School, Wetherby, Yorks). H.M.S. Ceres to be housed in the R.N. Barracks, Chatham.

6. H.M.S. Raleigh (Training Establishment for Engineering Mechanics, Devonport). H.M.S. Raleigh to be housed in Devonport Barracks.

7. H.M.S. Phoenix at Portsmouth (the R.N. Damage Control, Anti-Gas, etc., School). To be greatly reduced.

8. H.M.S. Alania (Mechanical Training and Repair Establishment at Devonport). The Alania, which is a hulk, to be decommissioned and the Engine Room Ratings' training function to be absorbed by H.M.S. Sultan (Gosport) and by the Mechanical Training Establishment, Chatham.

9. H.M.S. Defiance (Torpedo, Anti-Submarine and Electrical School, Devonport). The School to be closed, and its functions absorbed in other establishments.

### III.—Air Stations

10. R.N. Air Station, Anthorn (Cumberland). To be closed.

11. R.N. Air Station, Fearn (near Invergordon—at present used for storage only). To be disposed of.

### IV.—Storage and Production Establishments

12. R.N. Armament Depot, Woolwich. To be closed down.

13. R.N. Cordite Factory, Holton Heath. To be reduced to care and maintenance.

14. Naval Ordnance Proofing Range. The Naval Ordnance Proofing Range at Kingsclere (near Newbury, Berks) to be disposed of.

15. A considerable number of minor establishments (store depots, engineering depots, boom defence depots, camps, etc.) to be closed.

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## Guidance Systems\*

simplest of all missile guidance systems, a gun. It is fired from the ground, ship, or aircraft in accordance with the results of observation and movement and the missile's position before firing.

certain calculated flight instructions are given. These instructions, which cannot be altered, direct the missile by correcting its predetermined course as the result of

the guidance the missile follows the target, either by means of detector devices, such as heat (passive homing), or by adjusting the frequency of radar pulses, or other sources to "lead" the target.

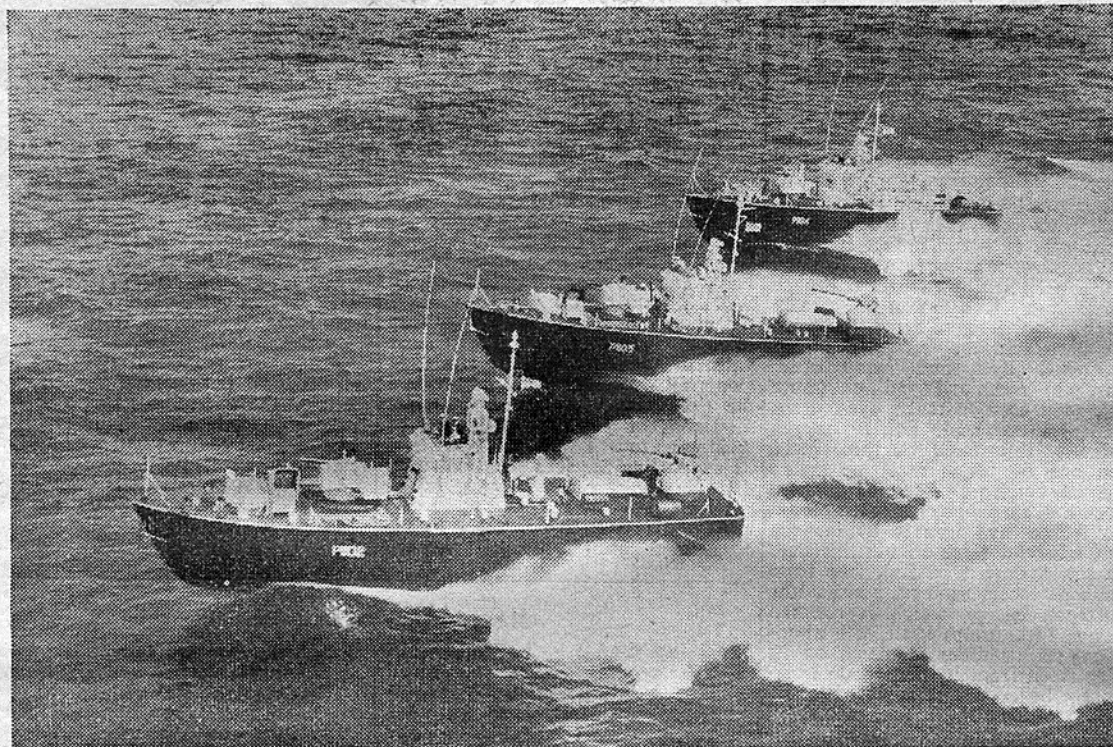
is made to follow the track of a beam of light continuously directed at the target from the ground, ship, or aircraft.

tems the missile is directed to its target by the missile's own computer to commands received from stations. The work of calculating the target's position is taken by radar, or optical target-tracking systems on the ground, ship, or aircraft, which feed the information into the computers. The instructions resulting from the calculations are fed back to the missile by radar, or other means.

missiles are made to navigate themselves by means of equipment carried in the missile which includes the stars (celestial guidance), the effects of the Earth's gravity (inertial-gravitational guidance), or the Earth's magnetic field (magnetic guidance). Both magnetic and inertial guidance techniques tend to be inaccurate in the long run. Celestial guidance can, however, be used as well as at night over ranges as long as the horizon. Both celestial and inertial guidance systems can be used with either command, or pre-set, or homing, or active, or passive, homing-to-the-

these different guidance systems may be used for guided missiles—namely, surface to surface, surface to air, and air to air.

## COMMAND NEWS (Continued)



"Dark Boats" (which have replaced DOGS) in formation

(Continued from Page 7)

a Cork County selected and, although rain spoiled the afternoon's play, it did not interfere with the general enjoyment of all who took part. A football match was played and lost against the Army Garrison.

Beamish's and Murphy's Brewery laid on conducted tours with liberal supplies of the "Lad" following. A coach tour around Bantry, Killarney, etc., was subsidised by the *Cork Examiner* and the Ford Motor Company and Irish Army were generous in supplying transport. Unfortunately a polio epidemic made it necessary to cancel the children's party.

Several natives in the squadron managed to get week-end leave to visit their relatives including one man who travelled to Killarney to visit his in-laws whom he had never met.

A good time was had by all and the visit will be remembered both in Cork and in the Squadron for a long time to come.

### Able Seaman "Jock" Lamont

All those who have been associated with Coastal Forces will have learned with regret of the death on August 1 of A.B. "Jock" Lamont at the age of 73. He retired from the Royal Navy in 1946 after 40 years' service—some of it under sail. Up to a short time before his death he worked as a boat keeper at Hornet, and it was largely due to his fine efforts that Marabu turned out in such fine trim for the Torbay-Lisbon race.

"Jock" served in Coastal Forces in both world wars and was awarded the D.S.M. in the first and a bar to the D.S.M. as a gunner in the second. He was presented to His Majesty King George VI at the Clyde Review in 1946 when His Majesty was assured that Coastal Forces would always look after A.B. Lamont. A fund is being raised in

Hornet to assist his widow, and all those who would like to subscribe should send their contributions to the Wardroom Mess Secretary, H.M.S. Hornet.

Our deepest sympathy goes out to his widow and family in their bereavement.

### H.M.S. DOLPHIN

THE VISIT of the First Lord of the Admiralty, Viscount Cillennin, on Tuesday, July 24, touched off a week of intense activity which ended with Families' Day on Saturday, July 28. The First Lord, who was met at Dolphin Pier by Capt. G. D. A. Gregory, D.S.O., R.N. (Captain, H.M.S. Dolphin), inspected the Guard under Lieut.-Cdr. M. Howlett, and walked round Divisions. After the March Past at which the First Lord took the Salute he was introduced to the heads of departments. Later, in company of Capt. G. D. A. Gregory and Cdr. F. N. Stephenson, Viscount Cillennin visited various points of interest—Submarine Memorial Chapel, Vulcan Dining and Galley Block, Training Area, and the new blocks under active construction. After a tour of H.M. Submarine Alliance (Lieut.-Cdr. H. R. Clutterbuck, D.S.C.) the First Lord paid a brief visit to the Ward Room, where he showed deep interest in the imposing collection of awards and decorations of the late Admiral Sir Max Horton.

### Good Impression

The impression Blockhouse Fort left on our distinguished visitor can be gathered from a signal received a day after the visit: "I was glad to have the opportunity to visit Fort Blockhouse yesterday to see officers and men, as well as something of the activities and development going on there. I was impressed by the smart bearing and well-kept appearance of

the Establishment. Please convey to all serving in Dolphin and attached submarines my best wishes."

Families' Day was an unqualified success: well over 1,500 people attended. Capt. G. D. A. Gregory, R.N., welcomed the guests, and the happy informality of the occasion, as last year, had all the ingredients which guaranteed a "smashing" time. The submarines and the short displays in the Escape Tank were extremely popular, as too, were the diving exhibitions, provided by an expert team from H.M.S. Vernon, in the Boat Pound of Haslar Creek. The well-knit and comprehensive programme achieved its purpose both as regards interest and entertainment. With the Sports, with the Field Gun Competition (won by Vernon Cadets), with the ever-popular Punch and Judy Show, and with the beating "Retreat" and Ceremonial Sunset (given by the Band of H.M.S. Collingwood) Families' Day is a memory of happy faces, of gay laughter, and of deep contentment. Prizes won in the sports events were presented by Mrs. G. D. A. Gregory.

Families' Day ended with a Grand Dance—among those who attended were Rear Admiral W. J. W. Woods, D.S.O.\* (Flag Officer Submarines), and Capt. and Mrs. G. D. A. Gregory—and to the haunting cadence of fox trot and waltz tune, and to the occasional skirl and lilt of bagpipes. C.P.O. E. J. Andrews and L./Wtr. G. W. Barker shared the duties of M.C. to round off the memorable Families' Day for 1956.

Of Submarine Old Comrades' Association news the recommendation of the Portsmouth Branch at a recent meeting that membership be permitted to serving ratings who have a minimum of five years' service in submarines will be of very real and deep interest. As this matter is *sub judice* by the various branches comment must await the result of their discussions. The London Branch will be interested to learn that Lieut.-Cdr. P. A. Fickling in H.M. Submarine Trump was a recent visitor to Blockhouse. Those who attended the Submarine Memorial Service on Thames Embankment on November 13 last will recall that he was in command of the naval party which provided guard and buglers for the ceremony. Mr. J. Chapman, Secretary of the Portsmouth Branch, wishes to remind all S.O.C.A. members of the Blockhouse Reunion on Saturday, September 29.

### Visits of Interest

H.M. Submarine Artemis (Lieut. C. A. W. Russell) recently returned from Alderney where a full programme of sporting and social functions was arranged for both officers and ratings. Although the trip to and from Alderney was uneventful the visit was thoroughly enjoyed by all. H.M. Submarine Trespasser (Lieut.-Cdr. D. W. Lupton) paid an interesting and most enjoyable visit to Nyborg on the Island of Funen in the Baltic. Trespasser arrived, via the Kattegat, on June 13 and berthed in the Vester Havn. Nyborg, which is the Ferry Gateway from Europe to Scandinavia, is also the watering place for Odense, birthplace of Hans Christian Andersen, some twelve miles distant. Bathing, surf riding and golf

parties were arranged. Those who hired motor-assisted bicycles were able to visit the more distant places among which was Copenhagen. At Ladby, not far distant from Nyborg, was a completely unearthed Viking man-of-war, surrounded by glass for protection, which had been used to bury a Viking chief. Trespasser gave a children's party, and was also open to visitors. On the return trip Trespasser passed through the Kiel Canal which, with its street type of lighting, and with the exchange of pilots at half-distance, afforded much opportunity for interest. Trespasser's motto and badge are both novel and unique—the badge depicts a fox with an extremely mature goose between its jaws, and the motto, "Nothing venture, nothing have," serves to exemplify the role the submarine would play in warfare. H.M. Submarine Aeneas (Lieut.-Cdr. I. W. Marchant), in addition to training cruises from Blockhouse, took part in Exercise Fairwind off Norway and again off the coast of Scotland in July. During a week-end visit to Rochester the Officers and Ship's Company were entertained by the Mayor and Corporation. The Mayor paid his formal call as Mayor of Rochester and Admiral of the Medway. He was preceded by the Mace Bearer, who successfully climbed the ladder and forehatch without once losing control of the emblem of authority. Before Aeneas left an enjoyable if somewhat unprofitable evening was the Civic Night at the Rochester Greyhound Stadium.

Twenty-three Sea Cadets from the Lincoln, Blackpool and Eastbourne Units came to Blockhouse for a week's course—it was their first experience of life with the Royal Navy. After a warm welcome from Capt. G. D. A. Gregory, D.S.O., Royal Navy, their full and varied programme began with a visit to H.M.S. Submarine Trespasser (Lieut.-Cdr. D. W. Lupton). High-lights of the week included visits to the A/S Frigate, H.M.S. Zest, to H.M.S. Victory, and a cruise to the Isle of Wight in an M.F.V. Officers attached to this group were Lieut.-Cdr. Guille, (Sp) R.N.V.R., from the Hove Unit, and Sub-Lieut. A. E. Wells, (Sp) R.N.V.R., of the Pinner and Hatch End Unit.

### H.M.S. JEWEL

ONCE AGAIN the term of training has come to an end but it has been one of success. Apart from training, Jewel has taken part in some of the most interesting high-lights of the past few months.

A visit to Lyme Regis for the inauguration service for the Mayor of Lyme; many friendships were struck up with this visit. Unfortunately the weather intervened on our last day which prevented farewells being said in person.

Jewel started the St. Malo yachts race and then raced ahead to be at St. Malo when the yachts arrived, whilst Acute did shepherd, and, with the weather as it was, it was some job.

The "Quincentenary of Jeanne d'Arc" at Rouen reported in the last issue of NAVY NEWS.

Jewel with the distinguished com-

pany of the First Lord, Viscount Cillennin and the Commander-in-Chief, Plymouth, Admiral Sir Mark Pizey, K.B.E., C.B.E., D.S.O., on board, started the Torbay to Lisbon race for the "Tall Ships," of which that gallant little British ship Moyana was adjudged the winner—unfortunately, only to founder on her way home from this success. However, we were very pleased that no casualties were suffered in this drama of the seas due to the prompt and excellent rescue operations by the Clan ship's captain.

The sight of the "Tall Ships" in Dartmouth and Torbay will be something never to be forgotten—really wonderful, a great honour for Jewel to be selected as the starting ship for this historic occasion.

A visit to Charlestown, St. Austell Bay, proved quite a good run ashore, the only drawback being libertymen running the gauntlet to get back to the ship due to the big drop in the tide. Coxswains of Jewel's boats are minus a few hairs but they were quite capable to back and "feel" at the right times; to avoid damaging the smoky monster prevented also the sailors from using Chalky Beach Hotel.

In the new term we expect new faces in the Midshipmen and Cadets, our latest news flash however is that our First Lieutenant, Lieut.-Cdr. Seaward, is being taken from us to an appointment elsewhere. We wish him every success in his new job where ever it may be.

A new face in the chummy ship Acute, Cdr. Gleadowe has a new Command. Success and happiness in this—we echo the wishes of the ship's company of Acute.

We will be well into preparations for the new term when this goes to press but more about that next month.

To all NAVY NEWS readers we say happy hunting and the best of luck from Jewel.

### R.N.A.S. LEE-ON-SOLENT

THE GREAT honour which Her Majesty The Queen bestowed on the Fleet Air Arm in the presentation of her Royal Colour has already been widely reported on. The Colour now rests in its place of honour in the Wardroom Mess of H.M.S. Daedalus.

On Wednesday, July 18, at the invitation of the Admiralty three members of Parliament visited H.M.S. Daedalus, the headquarters of the Fleet Air Arm. This visit is one of many arranged to provide an opportunity for members of Parliament to see at first hand part of the task of the service, to talk with personnel and to see for themselves living and working conditions at close range.

### M.Ps' Visit

The three visitors were Sir Eric Errington (Hampshire, Aldershot Division, Conservative), Mr. Donald Chapman (Birmingham Northfield Division, Labour) and Mr. Henry Hynd (Accrington, Labour), welcomed at the Wardroom by Commodore J. E. M. Glenny, D.S.O., D.S.C., R.N., and Capt. H. H. Bracken, Captain of the Royal Naval Air Station, together with Capt. Steiner,

## MOUNT FUJIYAMA, JAPAN



AN OUTWARD BOUND team from H.M.S. Newcastle, which is on a visit to Japan, climbed Mount Fujiyama and raised a white ensign on the summit. The sacred mountain is 12,395 feet high and even now at the height of summer is capped with

snow. The team began climbing at 1730 on Saturday, July 7, and continued overnight, most people reaching the summit for sunrise at 0430. At the top the temperature was only a few degrees above freezing and there was a 30-knot wind.

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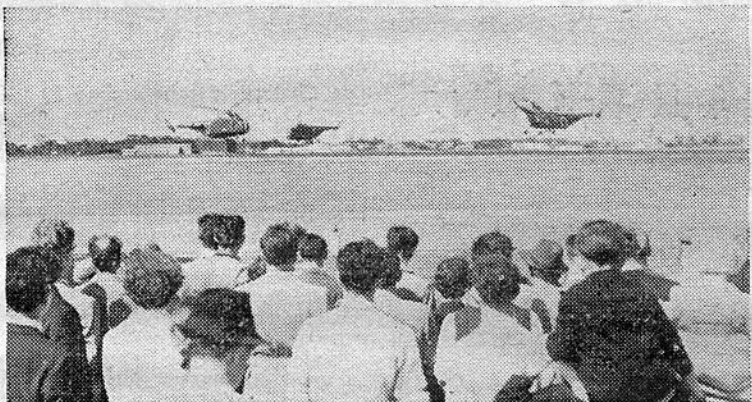
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R.N., Executive Officer of the Fleet Air Arm Barracks. The forenoon was spent at nearby Seaford Park where the officer in charge of the Naval Air Medical School, Surgeon Cdr. Linton, R.N., showed our guests the increasingly close connection between



The helicopter "ballet" performing during the Air Day

medicine and the aviator in this super-sonic age. The visitors were able to observe through the decompression chamber scuttles air crews undergoing decompression tests, and to observe the serious effects of annoxia or oxygen starvation. Surgeon Lieut. Mackie, D.S.C., R.N., himself a Fleet Air Arm pilot in World War II, demonstrated the use of the Ejector Seat on the test rig.

Working in close liaison with the Air Medical School is the Safety Equipment and Survival Training School, where classes specialising in the skilled and vital duties of parachute and dinghy packing were seen under instruction. After lunch at the Wardroom where the members were introduced to heads of departments, they toured living sites and workshops, completing their visit with a flight in a helicopter of 705 Sqdn. flown by the Commanding Officer, Lieut.-Cdr. G. C. J. Knight, D.F.C., R.N. Our visitors left for London after tea and appeared interested and well satisfied with everything they had seen.

781 Squadron had the honour of flying Mr. Holland, the Premier of New Zealand, together with Cdr. Noble, Permanent Under-Secretary of State for Commonwealth Relations, to Roborough Airfield near Plymouth where the Premier (who had spent the week-end at Broadlands, the home of

passed over the field four Whirlwinds of 845 Sqdn. swung away from the main body, and, led by their "Ballet Mistress," Lieut.-Cdr. Creighton, R.N., curtsied gracefully before the crowd prior to playing "Ring-o-Ring of Rotors" and with the warm sun on

at ground level to scream upward in a series of vertical rolls until lost to sight. Rolling vertically downward, the Hawk levelled off into a beautiful eight point hesitation roll, a series of superbly executed stall turns kept him always well in view of the crowd, who were treated to a most polished series of rolls, slow loops and inverted fly-pasts. In answer to a query from a young spectator we can now firmly state that the only relationship between this gallant officer and the reigning Prince of Monaco is the grace with which he performed all his manoeuvres. The appreciation by the crowd of this performance could be gauged by the sea of waving hats, gloves and handkerchiefs as the Hawk taxied in folding its wings. Closing the first part of the display came the De Havilland 110, flown by Mr. Elliott of De Havilland. Speed, sheer power, and rate of roll and climb were easily appreciated from the four successive climbing rolls which carried him almost out of sight, also by the fast and powerful way he climbed away retracting undercarriage and flaps after a most impressive slow run over the field.

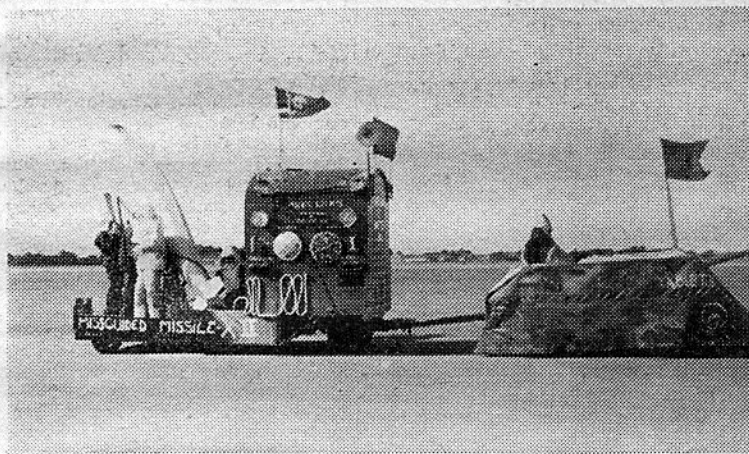
#### Daring Raid

After a break for refreshments, we witnessed the utter routing of a bandit chief, Mustapha Canal, and his gaily decorated party who returned to Milvil Farm after yet another daring raid into the less uncivilised parts of the air station and naval barracks. Although his numerous followers were equipped with all weapons from swords to guided missiles, they fell victim to the element of surprise, provided by Hawks, Vampires and Wyvern from R.N.A.S. Ford. Backing the fixed wing aircraft to the hilt came swarms of helicopters carrying fully armed marines and seamen dropping down before the crowd and deploying across the airfield. Over seventy fully armed troops were landed in just over five minutes. Mr. Sear flying the S.58 once again amazed us all, having flown in one lift eighteen fully armed sailors. Stores were supplied by cargo net and stretcher men carried casualties into the Whirlwinds, who we were assured would have them on the operating table within twenty minutes of being wounded. Did you say automation Fanshawe? To prove the success of the whole operation Mustapha Canal was dangled on the end of a wire by helicopter before our very eyes. Shortly after this the band of the Royal Marines brought the display to a most colourful conclusion with the Beating of the Retreat. This ceremony, always impressive, was faultlessly executed. Commodore J. E. M. Glenney, D.S.O., D.S.C., R.N., taking the salute. People then flocked to the enormous Static Display which was one of the most complete ever seen at any station. Gannets, Seahawks, Helicopters and Avengers formed the centre piece, survival training, working carrier models, and a turbo jet engine which the public could start up, were but a few of the attractions. Most ingenious was the Radio Electrical Remote-controlled spiro-operated carrier-based anti-submarine plane which took off, flew round, bombed a submarine, and deck landed again always on the first wire. This stand was obscured by the future aces at all times.

Pleasure flights continued into the dog watches. The numbers who attended were excellent considering the weather forecast. It was evident that they had enjoyed the combined efforts of all concerned to provide one of the best Air Days and At Homes we have had.

#### Lucky Number

Brand-new was the Westland S.58 helicopter, flown by Westland's chief



Part of Mustapha Canal's raiding force attacking Milvil Farm

the First Sea Lord, Lord Louis Mountbatten) was to attend the commissioning of the cruiser Royalist for the New Zealand Navy.

Friends of L. Airman T. McAllister of Belfast will be pleased to hear that he is almost serviceable again after falling from a helicopter. He was demonstrating double lift winching from a helicopter of 705 Sqdn.

#### AIR DAY

August 11, 1956

At exactly noon (as forecast by Lee Ret) on August 11, the low cloud and driving rain rolled away to the East leaving a picture-book sky from Lee-on-Solent's. At Home and Air Day. Gates opened at 1 o'clock leaving two hours of pleasure flying and STATIC DISPLAY SURVEYING to be enjoyed before the Fairey Swordfish, flown by Lieut.-Cdr. Rudolf, D.S.C., R.N. appeared leading an impressive fly-past of helicopters and fixed wing aircraft. Taking part were 8321 Wyvern Squadron, Lieut.-Cdr. S. C. Farquhar, R.N.; 764 Vampire Sqdn., Lieut.-Cdr. D. F. Battison, R.N.; 700 Seahawk Sqdn., Lieut.-Cdr. R. W. Turrel, R.N.; together with the helicopters of 845 Sqdn., Lieut.-Cdr. J. C. Jacob, R.N.; and No. 705 Sqdn., Lieut.-Cdr. G. C. J. Knight, D.F.C., R.N. As they

test pilot, Mr. W. H. Sear. Its power and speed were ably demonstrated in a series of remarkable manoeuvres and original attitudes. The high wind unfortunately prevented any glider flying, so the opportunity was taken to announce that Mrs. Spreadbury, president of the local Horticultural Society, was the lucky programme winner for the free helicopter ride. Tastefully dressed in a light blue ensemble with matching accessories, she was escorted by car to the waiting Hiller by Capt. Bracken, R.N. In the short time it took for the pilot to sign for the aircraft, we were alarmed to see the good lady take matters into her own hands, firstly by standing the Hiller on its skid, and finally in a burst of fear and power fling herself into the ether, all this in spite of the most rigorous precautions. Ambulances and crash wagons made their way through the stunned spectators in time to escort this sporting lady to the nearest bottle of sal volatile after her daring exhibition. She is reported to have credited her accident-free solo to built-in ambidexterity acquired during her sewing machine course with a well-known firm. The handling qualities of both machines are apparently quite similar. Any doubts of the ability of the next performer were shattered as Lieut.-Cdr. D. P. W. Kelly in his Seahawk jet fighter flashed past the crowd

#### H.M.S. REDPOLE

THE HIGH-LIGHT of the year for H.M.S. Redpole was undoubtedly the Scandinavian Cruise in April and May. Embarking a class of nine qualifying Navigating Officers from H.M.S. Dryad, she sailed direct to Norway; and steamed over 600 miles amongst the fascinating and often very beautiful Leads and Fjords. An enjoyable week-end was spent at Bergen, and was followed by a very brief visit to Kristiansand. But the majority of the ship's company saved their energies and resources for the second week-end at Copenhagen. This turned out longer than had been expected; but the ill wind that "forced the collision" with the Royal Yacht Dannebrog on Monday, May 7, blew a fair amount of good to all on Redpole. Ten whole days were spent in that wonderful city.

#### Sport

On the sporting side, the ship has had a reasonably successful summer. Very creditable performances were put up by M(E) Burford, Ord. Sea.

#### H.M.S. SCORPION



Record-breaking 3-inch gun crew

Hoare, R. E. A. Randal, and Midshipman Bull in the Squadron Athletics, in which she came third on points. Regatta Training was handicapped by the fact that Redpole was then running a Coastal Minesweeper, so that it was seldom the crews could be mustered intact. However, the Wardroom, Engine-room Chief and P.O.s., Engineering Mechanics and Open Whalers crews all rowed fine races, gaining two firsts and two very close seconds. Unfortunately, several other promising crews had failed to master the usual starting procedure; so on points the ship finished a rather disappointing third.

The unexpected lull in the seagoing programme provides a good opportunity for taking stock of progress. One has so often heard the patronising comment: "Redpole? Oh yes, you just potter round the Solent, don't you?" We certainly know the Solent, but we also know Norway, Denmark, and the West Country. Recent ports visited include Brest, Alderney, Falmouth, Dartmouth, Plymouth and Torquay.

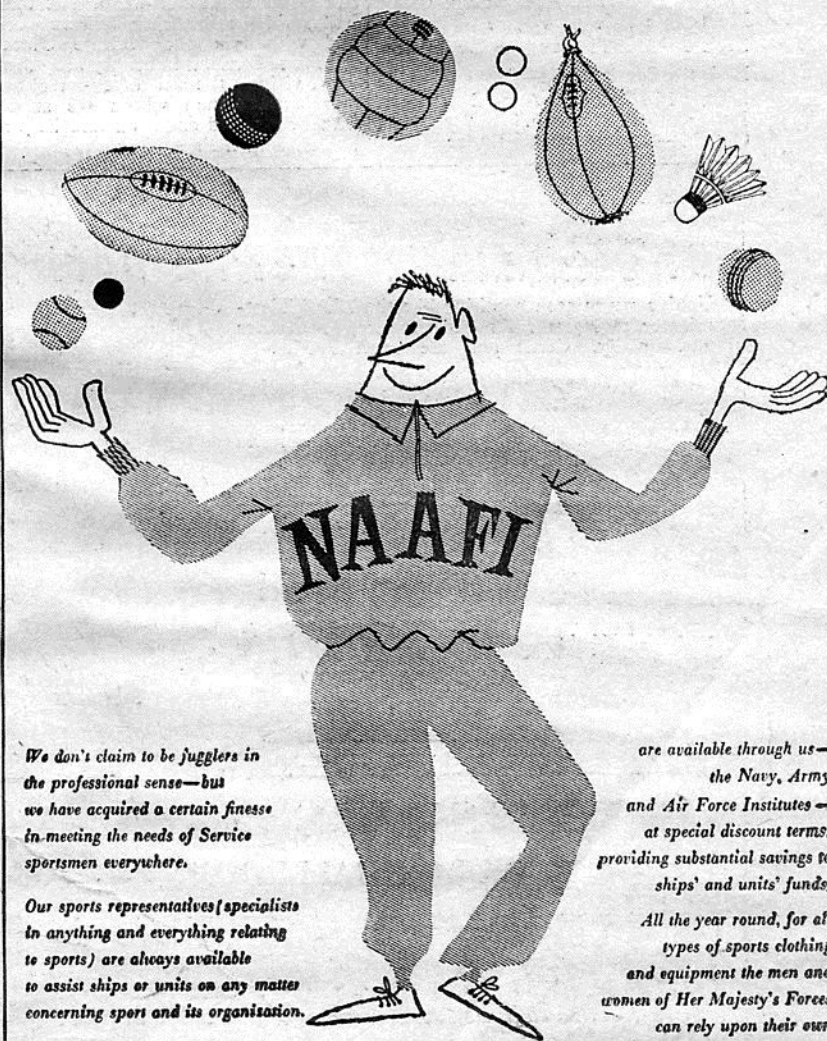
#### Training

What does "Navigational Training" imply? Mostly, a lot of seetime. Seetime in which the ship's company have

little direct contact with what is going on; except, of course, for the Engine-room department, who seldom settle down to steady steaming for more than ten minutes at a time. During the past twenty months, we have given practical navigational instruction to 362 officers from Britain, the Commonwealth, and several foreign countries. The students vary from Captains to Branch-Officer Candidates; and included one civilian Padre destined to navigate a missionary Schooner. But the main task, and the most monotonous, is training R.N. and Commonwealth Sub-Lieutenants. We have coped with 252 of them during this period and seen them carry out 793 "dummy anchorages," each of about twenty minutes duration.

Our little sister, Santon, wasted no time in taking up the burden, and was at sea with a class two days after we commissioned her. In her first 5½ weeks, she steamed 2,000 miles while training 47 officers; and has already witnessed 60 dummy anchorages by Sub-Lieutenants alone.

"Pottering round the Solent," indeed! But we look forward to resuming the task. After all, there is the occasional foreign visit!



We don't claim to be jugglers in the professional sense—but we have acquired a certain finesse in meeting the needs of Service sportsmen everywhere.

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are available through us—the Navy, Army and Air Force Institutes—at special discount terms, providing substantial savings to ships' and units' funds.

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**NAAFI**

## WHEREABOUTS

**WILL HEDWORTH** Victor Carter, Stoker, Chatham Division, or anyone knowing his whereabouts, please communicate with Hon. Sec. Lowestoft Branch, 9 Winnipeg Road, Lowestoft.

**E. "BOB" CHAPMAN**, ex Leading Seaman, PSJX.190675, who served in H.M.S. Camito, Bridport, Affleck, Excellent and Peacock between September 1940 and December 1945 would welcome a line from old shipmates. Write 32 Barlings Avenue, Ashby, Scunthorpe, Lincs.

## In Memoriam

**S./M. R. E. McQueen**, Havant Branch. July 25, 1956.

**S./M. A. J. Clarke**, Lowestoft Branch. June 27, 1956.

**S./M. R. Eddy**, Burnley Branch. June, 1956.

## CALENDAR

### Headquarters

Oct. 13—Reunion and Parade in London.

### Dorking

Oct. 20—Annual Trafalgar Ball, Dorking Halls.

### Sherborne

Sept. 8—Social Evening, Woolmington Hall, South Street, Sherborne, 7.30 p.m.

Nov. 10—Dance, Acreman Street, Drill Hall.

Dec. 1—Dance, Acreman Street, Drill Hall.

Dec. 31—Dance, Acreman Street, Drill Hall.

### West Bromwich

Sept. 30—Dedication of Branch Standard. (See under Branch News).

### Cheam & Worcester Park

Dance, Last Saturday in each month.

### Ashford (Kent)

Sept. 14—Grand Ball at Corn Exchange.

### Havant

Sept. 4—Branch Meeting at "Black Dog," West Street.

Oct. 2—Branch Meeting at "Black Dog," West Street.

Nov. 6—Branch Meeting at "Black Dog," West Street.

Nov. 3—Branch Annual Dinner.

### Bembridge (Isle of Wight)

Sept. 9—Branch Standard Dedication.

### Redruth-Camborne

Sept. 14—Second Annual Dinner, Lobbs Hotel, Redruth.

Oct. 20—Trafalgar Day Dance.



# THE ROYAL NAVAL ASSOCIATION

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Branch standards passing the saluting base

## REDRUTH

WE ARE very much alive these days and approaching the second anniversary of our own club, which is progressing weekly. All visiting shipmates will always find a welcome at the club. But more about our work. The main feature of the Branch is welfare work, and with this our Welfare Officer, Shipmate Davis, is kept very busy these days, visiting the sick of ex-naval and merchant seamen whom we supply with books and comforts and help as we can with their welfare.

## HARTLEPOOL

THIS BEING our first contribution to NAVY NEWS, the Hartlepool Branch extend their best wishes to Shipmates wherever they may be.

The Branch was inaugurated six years ago and early this year our Committee decided that 1956 should be our Dedication year. Accordingly a small sub-committee was formed to organise the Parade and Service, while the Branch Main Committee got to work on means to raise funds for the event. In this connection the wives who helped at catering and running whist drives deserve special mention.

After the usual trials and tribulations encountered when trying to organise anything, all was set one week before the event, except that the Standard had not arrived. This caused a near panic because it had been ordered in good time. However, with only four days left to go, it finally did arrive and everybody breathed again—except the joker who asked "If it rains on Sunday, what is the wet weather routine?"

Eventually the great day, June 24, arrived. All went well and the weather was splendid.

After the Dedication of the Standard at Christ Church, West Hartlepool, the Branch, who were well supported by Shipmates from Hull, Stockton, Middlesbrough, Durham, Wingate and Newcastle, paraded and marched past the saluting base. The salute was taken by Rear-Admiral R. M. J. Hutton, C.B., C.B.E., D.S.O., who was accompanied at the base by the Mayors of Hartlepool and West Hartlepool.

After the salute the Standard was paraded through the town. On completion of the parade a tea party was held and a successful get-together of the branches who were present took place.

During the week ending July 21, H.M.S. Ocean visited Hartlepool and for the visit the Branch had organised a concert party and dance band to go on board and cheer up the duty watch. Unfortunately, this well-meant effort came to naught because a strong north-east wind blew up at the critical moment and boat traffic to the ship, anchored in the Bay, was suspended.

## DURHAM

OUR MID-MONTHLY get-together in August was not the usual happy-go-lucky affair it always is as the Shipmates had assembled to say "Goodbye" to our Branch scribe, Peter Clarke, who is leaving the city for an appointment in Wakefield. For five years Peter has done stal-

wart service both as Branch and Area Secretary and his name will long be coupled with the most successful conference which we held in our ancient city in July 1955.

Our President, Rear-Admiral Hutton, was to have done the honours, presenting him with a travelling case, but in his absence this was most ably done by National Council Member, S./M. Frank Wade, who has had close association with Peter in Area affairs.

In the absence of S./M. Bill Morley, who was on holiday, the arrangements for the evening's entertainment were made by S./M. Dick Heron—the necessary ackers coming from the ever swelling "Sports" Fund organised by S./M. Ray Mitchinson.

Shortly we will be the proud possessors of a Branch Standard and there is a buzz going around the Mess Deck that the dedication will take place on a Sunday, next May, in our magnificent Cathedral (thanks to the good services of Rear Admiral Laybourne—a most enthusiastic member of the Branch). So, stand by Branches of No. 11 Area for our Big Day—you will all be invited, the more the merrier, and we promise you a good time.

## DORKING

DURING THE past months the branch has supported various dedications, in which everybody appeared to enjoy the visits. We have also arranged and run some very good dances. The children's outing to Bognor seemed to be very popular. With the winter coming along, the social side certainly have a job on their hands—hardly a week passes when something or other appears due to take place. October 20 sees the third Annual Trafalgar Ball taking place at the Dorking Halls. This annual event benefits the King George Fund for Sailors to quite an extent. Lastly, Shipmates, if ever in Dorking don't forget to drop in and give us a "look-up."

## PURLEY

WE WERE very fortunate to have such a perfect day for our dedication ceremony. We certainly put our beloved Association on the map in this district. The parade was headed by the Blue Jacket Band, Chatham division, and we were supported by the Croydon Sea Cadet Corps and the following Branches with their Standards: Worcester Park and Cheam, Canterbury, Dorking, Horley, Reigate, Bromley, Sidcup, Wimbledon, Lewisham, Finsbury, also by No. 1 Area Standard. Two local Branches of the British Legion were also present. The Service was conducted

by our Padre, the Rev. L. E. Whitlock, at St. James Church, Purley, in the presence of Rear-Admiral James Figgins, C.B.E., the chairman of the Council and a full congregation. Our President, Cdr. J. Lees, O.B.E., R.N.V.R., read the lesson. Our old Standard was carried to the altar and laid up by S./M. A. H. Hogbin, who was the Standard Bearer when it was dedicated by the Dean of Rochester on Chatham parade ground 20 years ago. Our new Standard was carried by S./M. G. W. Carter. The salute and inspection took place in the Kenley cricket ground after which the band beat "Retreat" and then "Sunset" brought to an end a memorable day for the Purley and District Branch.

We were very pleased to welcome S./M. A. G. Legg, our National chairman and S./M. W. Gower, chairman No. 2 Area. We tender our sincere thanks to all those who gave us their support not forgetting S./M. "Wiggie" Bennett our Parade Marshal who did a good job of work. We attended the Annual Conference and were much impressed by the proceedings. We have also visited our new headquarters and there again we have something to be proud of. Best wishes to all Shipmates everywhere.

## SHERBORNE

A VERY enjoyable social evening was spent at East Coker as guests of Shipmates of Yeovil Branch. The arrangements left nothing to be desired and it was a great pleasure to meet Shipmates of neighbouring branches.

Great disappointment was expressed when it was learned that the Branch could not be represented at Area Rally at Plymouth on Sunday, August 5, due to difficulties in obtaining suitable transport.

A timely invitation from Portland Branch to spend Saturday evening, August 4, at a Social with the newly formed Branch compensated somewhat because the event proved a great success. As well as a short concert and tombola there were several personal reunions. One in particular was the meeting after a lapse of forty years of a Flatfoot and a Leatherneck who it transpired hailed originally from the same town.

Meeting Shipmates from Midland Branches gave further proof of sincere co-operation of Branches in helping National Council to attain one of the main objects of the Royal Naval Association.

It is hoped that there will be a good muster on Sunday, August 26, to assist Portland at the Dedication of their new Standard.

The Branch are organising a social on September 8, to which several neighbouring Branches have been invited. It is hoped that as many shipmates as possible will attend to act as hosts and assist generally.

Up to the present further fixtures are dances, Saturday, November 10, Saturday, December 1, and Monday evening, December 31, and New Year's Eve. A party will attend Annual Rally and Reunion in London on Saturday, October 13. Parade in the afternoon and All-Star Concert and dancing in the evening at the Royal Festival Hall. The tickets we purchased have nearly all been bespoken but more could be obtained if application is made to Hon. Secretary or any official of Branch before it is too late.

Arrangements are in hand for a Social Evening to be held at the Woolmington Hall, South Street, Sherborne, on Saturday, September 8, at 7.30 p.m. Branches most conveniently situated, Portland, Frome, Yeovil, Blandford and Bridport, have been invited.

The Acreman St. Drill Hall and Orchestras have been engaged for dances to be held on Saturday evenings, November 10, December 1 and Monday evening, December 31.

## GOSPORT

JUST RECENTLY, our Ladies' Section, under the chairmanship of Mrs. Bates held a Sale-of-Work at our headquarters, the result of which was that the sum of just over £19 was raised for the headquarter's Management Fund. A very worthy effort on the part of the ladies.

During the "Funds for Polio-myelitis research" week, in Gosport, it was decided to make a Branch effort to assist the fund.

The producer of our Concert Party, S./M. W. Thomson, arranged the details and at 2.30 p.m. on Saturday August 11, the concert party and other willing helpers from the branch, mustered in the High Street. Each wore artistic rigs and after collecting a barrel organ complete with a live monkey, they proceeded along the main streets of Gosport. The public

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response was very encouraging and it was felt by all members who participated, that the effort had been well worth while.

We are very pleased to state that a member from South Africa who was over on holiday, paid us a visit recently although his stay in the town was limited to only a few hours, yet he made this special effort to pay us a visit. He is S/M. R. Howes. It is to be regretted that his stay was so brief but he promised to convey Gosport's best wishes to his branch of the Royal Naval Association.

We were also very pleased to welcome to our last business meeting, our first Branch Secretary, S/M. Jumper Collins who was 81 years of age that week. We are still forging ahead with the building of our extension hall and hope in the very near future to announce the grand opening.

## COLCHESTER

I SHOULD like to take this opportunity to make a report on our Area Dart Final between Haverworth and Colchester. The final was played off at the "Working Men's Club," Chadwell Heath, under the able generalship of Dagenham Branch to whom I should, on behalf of our Branch, extend a big thank you for the able way everything was "laid on" and for a very enjoyable evening. It was a pity we lost, but "we were robbed" by a better team to whom we send our congratulations, and hope we have the opportunity of playing them next year when we can finish on the double in a reasonable time.

I must say, though, our lads were very pleased with our cup and runners-up medals.

Now the winter will soon be here, S/Ms. Godfrey and Francis will be on the lookout for a few ideas on entertainments, and also a few new faces, as after all, we only meet twice a month, and without the bodies the Branch just cannot run so do your best S/Ms. and help the Committee to help you.

## PORTLAND

JUST A SMALL article this month, as everyone seems to have gone into hiding, probably looking for his medals!

We are very proud to report that our Dedication ceremony of the Branch Standard will take place on Sunday, August 26, at 3 p.m., in the Portland Parish Church of All Saints (Easton).

Headed by the Social Centre Band, and assured of strong support by our Shipmates from many other branches and local organisation, we hope to give the Island something to remember.

Especially with the march past which will take place in Easton Square immediately after the Dedication.

We are also proud of the fact that all this will have been accomplished in eight short months from commissioning.

Our last Social Evening was held at the Borstal Officers' Club (by kind permission of the Governor) on August 4, and a very pleasant time was enjoyed by everyone in the packed hall.

We were extremely pleased to welcome our Shipmates and wives from Sherborne and hope they were as happy on arrival home as they were when they left us! Their Honorary Secretary reports that they were all present and correct, and in good shape, so all's well. Watch this space next month, Shipmates.

## HAVANT

THE SHIPMATE from Havant Branch, whose name appears in the "In Memoriam" column, was particularly remembered by all at their branch meeting on August 7, when they observed a minute's silence for absent and departed shipmates.

The meeting was better attended than had been the case during previous Augusts, and the business was conducted with enthusiasm. The Hon. Treasurer was able to report that a most generous donation had been received towards the cost of their branch annual dinner.

As there has been so many trips to other branches during the year, they decided not to hold a branch annual outing during 1956.

The meeting completed the first year in their new meeting-place, and it was decided that a letter of appreciation should be sent to the proprietor for his co-operation and for the welcomes he has extended to visitors from other branches when they had called during their holiday trips or when passing through Havant.

## WEST BROMWICH

GREETINGS TO all Shipmates. We in West Bromwich are now looking forward to September 30, when our branch standard is to be dedicated, and we extend a hearty welcome to all visiting branches who are so kindly supporting us.

Remember our headquarters are at the "Fox and Dogs" Inn, High Street, West Bromwich, where we shall be pleased to meet any who arrive before 2 p.m.

The parade will assemble in Dartmouth Park at 2.20 p.m. Nearest car park for coaches, etc., is in Pitt Street, just off High Street.

Tea will be provided after the march past in the Town Hall. Sandwiches, etc., will be laid on at our headquarters during opening hours.

If any branch requires any further information, please contact our Secretary, who will be happy to supply same.

Please think of us on September 30, as we shall think of you.

## COWES

A MEMORABLE event took place on Friday, July 20, when our new President, Capt. H. W. Edwards, R.N. (Retd.), was introduced by our Vice-Chairman, Shipmate Rowe.

Replying, Capt. Edwards said he was proud and honoured to be President of such a splendid Association and congratulated all concerned in making the Isle of Wight branch a success. Furthermore, it was such Associations as ours that make life worth living, and were valuable in maintaining that comradeship that was held for so many years whilst serving in the Royal Navy.

During "stand easy," Capt. Edwards "pushed the boat out," and our Vice-Chairman proposed a toast in his honour.

About fifty members attended.

Our last meeting was held at our new premises, 95 High Street, Ryde: about forty members were present. Our Chairman, Shipmate Rann, was pleased to state that our financial position was very encouraging, and that there were no outstanding bills.

He also, on behalf of the Association, thanked Shipmate Deerdin for the gift of two oil paintings, and also Shipmate Males for the gift of a plaque to adorn our new headquarters. Ten new members have been enrolled this year, and a few stray sheep have returned to the fold.

We have been informed that members from the mainland on holiday have been unable to find our new premises. For their guidance we would like to state that our headquarters are situated at the upper part of High Street, quite close to the "London Hotel."

## CHEAM & WORCESTER PARK

WELL, SHIPMATES, a few more lines from your scribe—if you don't get a write-up every month, remember that there are many more branches who use this page as well.

The high-light of the month was our children's outing on August 8. We left Cheam at 9.20 in glorious sunshine, which incidentally remained all day. We arrived at Bognor at about 12.30 where all the kiddies made a bee-line for the beach, followed closely by mums and dads who went along for the ride. Tea was taken at the Rex, and then back to the beach again for an hour.

We left at 6.20, and arrived back home just after 9 p.m., with our full complement of fifty-one children, all tired out but happy.

The branch are hoping to meet many Shipmates at the Dance and Social.

Our President presented his Cup to the winner of the darts tournament on August 25 at our Social Evening—with him was his wife.

September brings us to the start of our dance season, when we hold a Dance on the last Saturday of every month round to May; if any Shipmates are in the area, come and visit us on one of these occasions; once you've been you will want to come again.

We have done remarkably well in the last two months by signing on eight new members; we hope to be able to keep our publicity drive going and double these numbers.

The branch are looking forward

See Page 16 for  
Classified  
Advertisements

to the annual reunion at Festival Hall, hoping to meet at least one "Old Ship" among the hundreds attending.

We shall be supporting Stanmore at their Dedication and will follow it up by attending Battle of Britain Sunday on September 16 at Sutton with the R.A.F. Association.

Our good ladies are still doing their stuff and giving us great assistance and help at our social events; if you haven't got a ladies' section, Shipmates, get one, they are a big asset to any branch.

The Branch now has their own Chaplain, the Rev. E. C. Chandler, B.A., who did such a grand job at our Dedication.

Like our President, he is a young and energetic man and I know that in him we shall have a grand Shipmate who will do all in his power to help the branch and Association just as our President has; it is a great privilege to have them both in our branch.

Well, Shipmates, for now, all the best and keep that steady flow of new members. May I close with a word of welcome to our Association from Cheam to our brother association, the Royal Marines.

## BARNES & MORTLAKE

THE HIGH-LIGHT of last month was the special meeting and social held for the Inauguration of our President, Vice-Admiral Sir Caspar John, K.C.B., R.N., on July 23, at our headquarters, "Coach and Horses." He was "piped aboard" by a party of Putney Sea Cadets under the leadership of Lieut. W. Bannister, R.N.V.R., and after being welcomed by the branch main committee, expressed a wish to have a few words with the Cadets of the "side party" before proceeding into the branch meeting, where it was gratifying to see a good muster of members and visiting members from neighbouring branches, one of whom was an old Shipmate of the Admiral, S/M. Nicholls, Vice-Chairman of Stanmore and Elstree, who had served on board H.M.S. Malaya in 1931 with him.

During a short meeting the Admiral was made a member of the R.N.A. Barnes and Mortlake Branch, and was presented with his badge by S/M. W. Wallman, Vice-President No. 1 Area, and founder member of the Association, who told the Admiral that he too had served in the R.N.A.S. in 1915. The Chairman then formally invited the Admiral to become President of the branch, and accepting this invitation, he warned members that as a "serving man" and "contrary to the general belief, admirals are very busy people," he would not be able to attend all our meetings and functions, but promised us all the help and guidance at his command.

He also thanked the branch for the happy choice of asking S/M. Wallman to present him with his badge, for it was appropriate, seeing that both had served at sea and in the air. The President then proceeded with his first official task for the branch, and presented badges to five new members and three new Associate members, among the latter being Mr. John Evison, mine host of "Coach and Horses," who has aided the branch in many ways apart from slaking the thirst which assails all mariners from time to time.

The social committee are to be complimented on keeping things moving, especially the ladies on providing the "cats," and thanks are due to all those who helped to make the evening a success, for the hard work they put in for weeks before the event.

## SUBMARINE OLD COMRADES' ASSOCIATION

THE LONDON Branch reports an extremely pleasant tour of Guinness Park Royal Brewery on the afternoon of July 21. The Branch Annual Reunion Dinner will take place on Saturday, November 10, at the Surrey Tavern, Kennington Oval, London, S.E.11. The Annual Memorial Service will be held on Sunday, November 11, at the Submarine Memorial, Thames Embankment. The first full year of the building fund raised £332, and the fund now stands at £372. Stories, ditties, odes relating to the Submarine Service are required for the book which is being compiled by the well-known author, C. E. T. Warren—all material sent will be returned. Addresses to which such material may be sent are: Mr. P. W. Elliott, Secretary, 23 North End Road, South Kensington, or Mr. W. J. Sherrington, Chairman of Building Committee, 8 Pastor Street, Elephant and Castle, London, S.E.11.

## KINGSTON



A SUCCESSFUL social evening was held on July 27 at the Kingston Headquarters, when the Wimbledon Branch played Southall Branch at the old sailors' game of "Ukkers." Southall became the winners after

a most hotly contested match. During the evening photographs were taken by S/M. J. Cook, of Wimbledon, which managed somehow to capture the spirit of that happy occasion.

## Letters to the Editor

Dear Mr. Editor,

The current issue of the NAVY NEWS bears on its front page the delightful picture of the vessel Sagres, but the caption describes her as the Portuguese Naval Barque.

I most respectfully wish to point out that according to the training I received in the service, a barque is a three-masted vessel square rigged on the foremast and mainmast, but fore and aft rigged on the mizzenmast.

As your picture shows a vessel square rigged on all three sticks, I am wondering if you have the right vessel or the right caption.

NAVY NEWS being an official Naval journal I feel sure there must be some explanation that is obscure to me as to why a ship should be described as a barque.

You will find on page 393 of the Admiralty Manual of Seamanship, 1937 edition, a description of a bark or barque, whilst on page 395 a very detailed description of a Ship together with this caption "Ship is a vessel with 3 Masts and Square Rigged on all Masts."

This letter is not written in a spirit of carping criticism, but is a genuine inquiry as to why a Ship should be described a Barque.

As a matter of interest a copy of this letter is being sent to the General Secretary of The Royal Naval Association, of which organisation I have the privilege of being a member.

Should this letter be published or answered in NAVY NEWS, please use my *nom de plume* as it embodies my nickname, official number, and Port Division. I hope thereby to trace some of my old classmates of training ship days way back in 1910, H.M.S. Ganges II.

I have the honour to remain, Sir,  
Yours sincerely,  
TOMMO 18938 (POMPEY).

## R.N. EXHIBITS AT RADIO SHOW

The main feature of the Royal Naval exhibit at this year's National Radio and Television Exhibition at Earl's Court, was a Hawker Seahawk aircraft, the carrier-borne jet fighter in front-line service. Near by was a model of H.M.S. Bulwark showing the various technical deck landing systems and the mirror landing aid, and a model of a cruiser demonstrating "pre-wetting."

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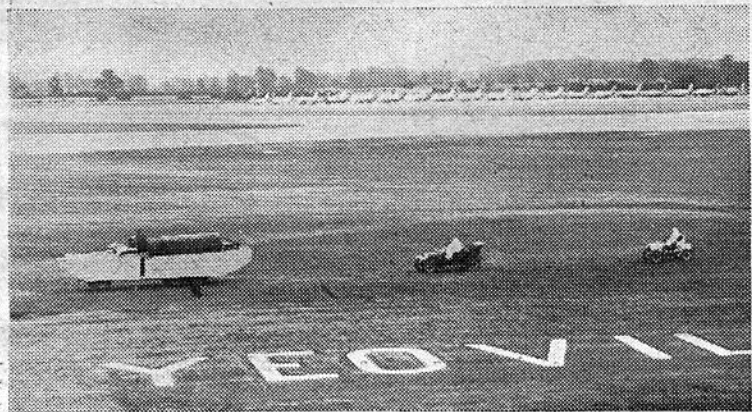
## COMMAND NEWS (continued)

### R.N.A.S. YEOVILTON

JULY WAS Air Day month, and a tremendous amount of station and squadron effort was devoted to making our Air Day the biggest and best here yet, while the squadrons also

In the sideshows hangar, the most popular stall was skittling for a Naval pig.

Activity in the airfield started with a display by the motor-cycle teams of the 6th and 15th Training Battalions, R.A.S.C., from Yeovil and



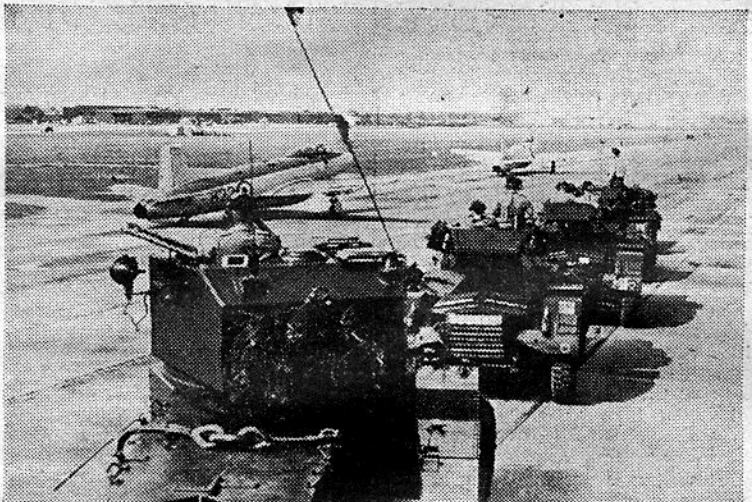
A Dukw of the Royal Marine Amphibious School and two "Arab" Scouts taking part in the drive past

had to devote time to training up for the Royal fly-past.

Saturday, July 28, dawned dully—listening to the B.B.C. weather forecast at 0700, my heart sank, but on arriving at work our own met. officer reassured me that the unseasonable gale sweeping in from the Atlantic would not hit us until after Air Day was over. I breathed again.

What did hit us, however, was the holiday road traffic, which, combined

Blandford, who gave a polished display of trick riding. In their finale of jumping off a ramp through a flaming tunnel, after five riders had leapt safely, the sixth hit the side of the tunnel sending it spinning, and crashing spectacularly himself with the seventh and eighth riders, connected to the jump, piling into the wreckage, which caught fire, but ambulance and tender were at hand and the two injured officers taken to sick bay.



The armoured cars watch the Attackers going to roost after Desert Victory

with our Air Day traffic resulted in some beautiful bottlenecks in and around Ilchester.

In the event, 12,600 people managed to get here, but many hundreds, perhaps thousands, gave up all hope of getting through.

In the display hangar, we had the Triumph model, two other smaller carrier models, a mock-up, by Standard Telephones, of the Naval Fire Service, comprehensive displays by Westlands and Normalair, and a most interesting inflatable arctic hut by Elliott's of Wales, together with a prolific ordnance and safety equipment displays and a canoe team from the Royal Marine Amphibious School.

Luckily their injuries were slight.

Mr. Bernard Cleave, of Congressbury, then sang "Wings over the Navy" to the music of the Royal Marine Band, Plymouth; H.M.S. Heron guard and band marched on, and punctual to the second, the Lord Lieutenant of Somerset accompanied by Flag Officer Flying Training, arrived and inspected the guard.

Seconds later, ten Venoms of 766 and 893 Squadrons made a mass start, spread their wings, and took off by formations. While they disappeared news reached the commentator that a villainous type in a lush sports car had kidnapped the local glamour girl. The Heron helicopter was scrambled to find, fix and rescue the mobile nymph, the mission being safely accomplished for the loss of the lady's skirts, allowing the public a splendid view of her unmentionables.

The Venoms returned to demonstrate formation manoeuvres, streaming tip-tanks prettily.

As they landed, Lieut.-Cdr. John Kelly thrilled the spectators with eight suspenseful minutes of advanced aerobatics and hardly had he screamed out of his last suicidal situation than a submarine, reputedly commanded by Admiral Nassah, hove in sight en route to ravage our convoys in the Manchester Ship Canal. R.V.12 was attacked in succession by Sea Hawks, Wyverns and Gannets, and

although some of the crew baled out in panic, it was about to make its escape when the announcer in desperation scrambled the old World War II team of a Seafire and Swordfish, who administered the coup-de-grace.

A Widgeon and Dragonfly from Westlands then demonstrated some very pretty manoeuvres at ground level and close quarters, until Cdr. Goodhart sailed serenely overhead in his red Mew glider and demonstrated with facile skill the grace and beauty of these noiseless craft.

Roy Patching in an Airwork Meteor followed in striking contrast, throwing his twin jet across the sky apparently in an attempt, happily in vain, to shed his wings.

Billed as the greatest land-air battle produced for the public in this or any other century, "Desert Victory" swung into action.

The scene was at Fort Zuiderneuf, set in the heart of a howling desert in the Eden Protectorate, near the scowling frontier hills behind which a certain General Er Nass had assembled a formidable invasion army.

Two trusty Arab scouts in vintage cars appeared bearing news of the enemy's approach, and to the succour of the garrison came in succession a supply drop by light aircraft, a spotting Auster for the garrison artillery, and a dramatic phalanx of Royal Marine commandos, flanked by motor-cyclists and covered by an umbrella of helicopters loaded with airborne troops.

As they deployed to advanced positions, the enemy hove in sight, a vast lorry convoy with a fighting spearhead of armoured and scout cars.

Battle was joined to a non-stop accompaniment of gunfire, explosions and Bren fire and just as it appeared that the enemy armour would overrun the commando front line and as Fort Zuiderneuf blew up with ear-shattering realism, the enemy were attacked by successive waves of Venoms, Sea Hawks, Attackers and Fireflies and fled in hopeless rout.

The drive past of all arms that followed was most impressive and the sated spectators thronged the three tea and one beer hangars, where they were entertained by the music of the Royal Marine Band, the Drums and Pipes of the Royal Inniskilling Fusiliers and the Heron gymnastic team.

Thousands stayed to see Beating Retreat by the Royal Marine Band and from the many subsequent remarks, the vast majority of our visitors considered that they had had a splendid florin's worth, while scores of mothers were delighted with the crèche and play park for the small fry.

To my "behind the scenes" mind, the ready co-operation of other Services and establishments was a great feature of this Air Day, and we are all most grateful to the following units who took part in "Desert Victory": Royal Gloucestershire Hussars (Cirencester), North Somerset Yeomanry (Bath), West Somerset Yeomanry (Yeovil), R.A.S.C. (Yeovil and Blandford), 651 A.O.P. Squadron and Joint Experimental Helicopter Unit (R.A.F. Middle Wallop), Royal Marines (Lympstone and Poole), and the spectacularly expert work of the R.E. demolition team from Warminster.

Altogether a happy day, mercifully over before the week-end gales swept the scene.

### R.N.A.S. ABBOTSINCH

THERE IS little to report up to the Main Leave in the way of Big News. The Station Correspondent has done his utmost by walking round despondently shouting, "Don't stand there—DO something!", but the results have been far from encouraging for one reason or another.

One factor appears to be that people have work to get on with and insist on going about their daily tasks without regard for the news-hungry readers of the NAVY NEWS. This would be reasonable if they would allow themselves occasionally to be sucked into jets, run-over whilst removing chocks, caught up in ratchet screw-drivers and flung across hangars in heaps (preferably inert), mildly electrocuted, etc., but we seem to be terribly short of leaders in this respect.

#### Speed Limit

Several dogs have done their utmost recently to hurl themselves under car-wheels, as spectacularly as the 15 m.p.h. speed limit allows but even this pathetic attempt to achieve three lines in print has been discouraged by the authorities.

It was hoped that the new caravan-site practically at the Main Gate would have produced a fairly colourful outbreak of horse-stealing, baby-snatching, Magyar music and a lynch-

## H.M.S. KENYA—The Grand Tour

SHORTLY BEFORE leaving U.K. for a commission on the America and West Indies Station, a buzz went around the Kenya that we were really going to South Africa. The captain, Cdr. Henderson, then told us that we were going to do both, and from that moment we knew we were destined for an unusual, interesting and more than ordinarily enjoyable commission. So it proved.

We had barely arrived at our new base, Bermuda, before we were heading south to work up at the U.S. Naval Base, Guantanamo, Cuba. After exercising A.A. firings, surface firings and other similar pleasures, we were passed by our examiners and after a last trip to the P.X., the swimming pools and clubs on the base, we returned to Bermuda for Christmas. Just before Christmas Eve we went alongside in Hamilton, the capital. Here children's parties, ship's company dances and private invitations kept everyone busy and happy throughout our stay. On Christmas Day, C-in-C., Vice-Admiral Eaton, attended a carol service on the quarter-deck and afterwards the Commodore made the traditional round of the messdecks. Our two Royal Marine officers were about this time seen swimming back to the ship, having been "encouraged" to "dive" in by a crowd of grinning Royals. All too soon we were back in the Dockyard hurrying through storing ship and the Inter-Part sports before embarking C-in-C. and his Staff for the Spring Cruise.

Our first port of call was Miami, where we arrived in the coldest spell for many years. This rather spoilt the attendance at a soccer match and the tattoo staged at half-time, but in no way diminished the warmth of our welcome. Cadillacs, Buicks, etc., by the dozen could be seen driving around town with their full quota of "Kenyas" enjoying hospitality to the utmost and being suitably impressed at such a millionaire's playground.

After this taste of civilisation in its highest and most expensive state, we embarked on our tour round the Caribbean islands. Here bathing, sailing and the simpler pleasures became the order of the day. Camping parties from each division went off periodically and came back in varying stages of sunburn and exhaustion. Whilst we were at Grenada, carnival arrived and many of us went to see the various competitions and celebrations. We were highly critical of the steel bands which we had first met in Antigua where they made a great impression on everyone. We were frankly amazed at the richness of the costumes and pageantry of the "bands"; and of course we were highly enthusiastic if not expert performers of rumbas and calypsos at the various carnival dances.

We finished our tour of the islands at Trinidad and then visited La Guaira, the port for Caracas, Venezuela. There the British community took over our welfare in no mean fashion. Almost everyone visited Caracas and marvelled at the magnificent buildings being erected all over the city and the wonderful autopista (motor road) which connects the city with La Guaira. One of our great successes here was a soccer match played against almost a national team in the great stadium. The game was drawn 1—1, mainly due to the magnificent efforts of our goalkeeper, who was almost awarded the freedom of the city for his efforts. The Royals did a tattoo in the interval, and the crowd gave them a tremendous ovation. After Caracas came Cartagena, Colombia, where we were able to relax and wander around the old walled city, looking at the lovely churches and hunting for souvenirs at rock-bottom prices. The number of

stuffed alligators in the ship rose sharply during this visit and so armed we set off for the Gulf ports of the U.S.A., calling briefly at Belize, British Honduras and Jamaica en route.

Houston proved to be Miami all over again, except that oil barons and cattle ranchers took the place of our Miami hosts—and of course everything is bigger and better in Texas. The Cadillacs were again well to the fore and the sergeant-major achieved local fame by becoming involved in a plane accident—fortunately without personal injury. Easter week-end saw us at Pensacola painting ship, and, in our spare moments, buying up the P.X. and generally making many friendships with American personnel on the Base. Our last call of the cruise was New Orleans, and we rapidly found out that all we had read about this unique city was true. Packed with interest to all tastes, it was soon established as one of our most popular visits and we were most reluctant to leave and battle our way through gales, a full power trial and an A.A. shoot with an American aircraft, back to Bermuda.

The second stage of our commission began rather inauspiciously when our tug broke down and delayed our departure from Bermuda for a couple of hours, but at long last we finally cleared the Dockyard for the last time, headed south, eventually for Capetown. Our long voyage to Brazil was broken by a day's bombardment Culebra, in the Virgin Isles, oiling at Point-au-Pierre in Trinidad, and of course the visit of King Neptune and the Court on crossing the "line." In glorious sunshine the Court held session all forenoon welcoming, sentencing and renewing acquaintance with old salts and novices with hearty impartiality until very few were left left unscathed. So our time passed until we reached Salvador, our first port in Brazil.

Here, old and new intermingled freely and many spent much time wandering round the picturesque harbour and native markets whilst others passed the time swimming and basking in the warm sun. Rio de Janeiro, our next call, was quite different. Set in super scenery, dominated by mountains of striking form, this most modern city could not fail to enchant all who visit it. The most impressive feature by far is the Corcovado, a huge statue of Christ set on the summit of a mountain overlooking the city Floodlit at night, the white statue, with its outstretched arms, seems to watch over the city with great benevolence.

This commission has been one of infinite variety and our following call at the lonely Atlantic isle of Tristan de Cunha was the greatest contrast imaginable. Here the islanders live the same simple life, in all essentials, as their forefathers. Their homes are very similar to Hebridean crofts and money has little meaning in their lives, barter being the main method of trading. Parties went from the ship to explore the cliffs under the watchful guidance of islanders and the Royal Marine band made history by giving the first concert ever to a most appreciative audience of islanders outside their homes.

And so to Simonstown and our spell with the South Atlantic Squadron. In the first six months of our commission we had seen many widely differing facets of life. We had travelled from the heights of civilisation in Miami and Rio to the hard-fought struggle of the simple life of Tristan; we had seen the untold riches of Venezuela and the stark poverty of the hurricane-stricken islands; we had already seen as much as any one ship could expect to see in one commission and still two continents lay ahead. Truly a grand tour.

ing or so (even with plastic clothes-line), by the light of the old camp fire. However, the television-screen and knitting-machine have ousted the simple old pleasures and the only ear-splitting screams to be heard emanate from those caravanners who have just discovered that the gas-cylinder is empty.

We thought for a time of falling-back on an old American custom for use between elections and world-crises and arranging for a Naval Airman to be served a sausage-roll containing a Service sock. He was to have said something extraordinarily witty about being left with a fur on his tongue, but here again one felt instinctively that the Naafi Manager would decline to co-operate.

#### Agricultural Scheme

Much of a newsworthy nature was expected of our agricultural scheme.

A quick glance at the "Times" will confirm that the rural life is a seething hotbed of (amongst other things) reportable incidents. Hardly a day passes without some weak-minded hen migrating to North Africa to get away from it all (sub-title "the vicious oval") or some bull defending a farmer from a mad Civil Servant (sub-title "Bull baffles Bull").

We have nothing to offer on these lines. Of our tons of potatoes, a mere forty or fifty resemble well-known television personalities—at least in facial characteristics—and this, after many nights of comparing the vegetables with the fluorescent screen, by our men under punishment.

Our thunder, with reference to our 30,000 cabbages, has been stolen with the publication of the R.A.F. secret handbook entitled "How Green Was My Valiant?"

What can one say?

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# SPORTS PAGE

## PLYMOUTH COMMAND

THE PERIOD covered by this review has been a particularly quiet one in the field of sport, coinciding as it has done, with the summer leave period.

### Swimming

The results of the R.N. Swimming Championships were somewhat disappointing and our hopes of winning the water polo were dashed. Congratulations are however due to all those who took part and especially to L./Ptlm. Summers, A.B. Robinson and Sub-Lieut. Bower who have been selected to represent the Navy in representative matches and in the Inter-Service Championships.

In the women's events the Command took second place, a gratifying improvement on past performances. Special congratulations are due to Wrens Pryce, Marsh and Gretton who have been selected to represent the W.R.N.S.

The forming of a Command Swimming Club should help us to get nearer the top next year.

### Cricket

The approaching end of the cricket season has been brought home by the visits of the touring sides. These fixtures have become part and parcel of the Navy Day period. This year the loss of players due to the activities

of Colonel Nasser, resulted in many headaches for the selectors. However, in no matches did Service teams fail to put up a good performance and operations might be summed up fairly, as really exciting cricket. Unfortunately leave on top of Suez has made the selectors' task an impossible one and has necessitated remain-in U.S. fixtures being cancelled.

### Navy Days

The traditional P.T. display on Navy Days was provided this year by Artificer apprentices from H.M.S. Figgard and by Junior M.E.s from H.M.S. Raleigh. The former gave a display of cutlass swinging and the latter a performance of box and parallel bar work.

Both turns reflected great credit on instructors and performers alike, and proved highly popular with the crowds.

### Tennis

A fair representation from the Command took part in the Royal Navy Lawn Tennis Championships at Wimbledon. Command players reached the finals in three events, but no championship came our way. Inst-Lieut. T. D. Eastop, of H.M.S. Thunderer, was selected to represent the Navy in the Inter-Services Championships.

## R.N. Swimming Championships

THE 1956 Swimming and Water Polo championships were held on July 25 and 26 at H.M.S. Ganges. The Inter-Command Swimming Cup was decisively won by Portsmouth Command, but there was a closely contested tussle for the Water Polo Cup. In one semi-final (the Air Command were unable to raise a representative team), Nore beat Plymouth 10-5. In the final Portsmouth beat

Nore 11-8, but only after two periods of extra time, the teams being in the water for one hour and twenty-five minutes. In the end it was a case of the team with the greater stamina winning, but had the Nore team employed the right tactics when in the lead shortly before the end of ordinary time, they would now have been the holders of the Water Polo Cup.

## Home Air Command Swimming

SWIMMING is a sport in which the Home Air Command is unable to play a major part, owing to the complete lack of swimming facilities at all stations and the great distances necessary to travel to the nearest civilian baths. It is therefore only natural under these circumstances that H.A.C. swimming is at a very low level and explains why we invariably seem to produce such poor results. Thus, at the Command Trials, to decide on individual selection for the R.N. Championships the entries were so very few.

In the sprint races, 66 2/3 yds. and the 100 yds. Free Style events, S.B.A. Holloway (Brawdy), the present R.N. Champion, again showed his paces, and although not in strict training he made his presence felt as an Air Command representative at the R.N. Championships held at H.M.S. Ganges.

There were no entries for the 880 yds. Free Style, and in the 440 yds.

and 220 yds. only one competitor for each.

In the diving (spring board) there were two competitors only, N.A.L.(A.) Sanderson taking first place over R.E.M. Strong.

In the R.N.W.S. events we were more fortunate, and sufficient talent was forthcoming to form a team for the Inter-Command Championships. The outstanding swimmers being L./Wren Adams (Culdrose), and Wren Earll (Arbroath) who also won the Spring-board Diving competition.

Having held the Inter-Command Trophy for the last two years, the Air Command Women's team naturally hoped to retain it for the third year in succession.

The Water Polo produced only three names to send forward for R.N. consideration, A.A.2 Hughes (Ford), who has played on numerous occasions for the R.N. as goalkeeper, A.A.3 Woodcock (Bramcote), and A./P.O. Hayes (Arbroath).

## R.N. (Portsmouth) Amateur Boxing Club

A FIXTURE list, home and away, has been arranged for the Royal Navy (Portsmouth) Amateur Boxing Club, against Army, R.A.F. and leading London civilian amateur clubs throughout the season.

Early competitions will be: Portsmouth Command Novices' Championships on October 10 and 11, at R.N. Barracks, Portsmouth. The club versus R.A.F., Compton Bassett (away) on October 24. The club versus Kingston A.B.C., London (away) on October 29.

Boxers will be required to form these teams and no doubt quite a number will be forthcoming from Command Novices Championships, but experienced boxers are required

to add backbone to the team.

It is requested that names of all boxers, giving full particulars, be forwarded to me as early as possible, and every encouragement will be given to these boxers or your own P.T. instructors to form a ship's boxing club.

Boxing training will be held in R.N. Barracks Gymnasium each Tuesday, Wednesday and Thursday evening at 1700, starting on Tuesday, September 4. P.O. Moody, of R.N.B., and Sgt. Evans, of the P.T. School, will be the Boxing Trainers and Instructors. Ample equipment, including punch balls, punch bags, rings, ropes, weights and dumb-bells will be available.

## Athletics

THE UNDER-NAMED were included in the Combined Services team versus the Amateur Athletic Association and Universities Athletic Union on August 11, 1956, at the Kodak Sports Ground, Wealdstone.

P.O. Wieland—Weight.  
A.A.2 Valentine—Hammer.

R.P.O. Hobden—Pole Vault.  
A.A.4 Ellis—Hop, Step and Jump.  
In this meeting, P.O. Wieland achieved an excellent throw of 48 feet 8 inches, which is the farthest distance thrown by any Royal Navy athlete with the exception of Cpl. Cavidge, R.M.

## H.A.L. Inter-Departmental Athletics Competitions

OWING TO foul weather, certain stations have been unable to complete their Phase II competitions in time to include the final results in this

month's issue. A full account of this valuable and keenly contested competition will be given in NAVY NEWS next month.

## Home Air Command Sailing

### The Channel Race

SEE HEXE was entered for the 225-mile-long Channel Race, one of the Royal Ocean Racing Club's annual classics, which started on July 27, and scored a brilliant victory in Class II. It will be recalled that this was the week-end of the great gale that swept the country, causing considerable damage both ashore and afloat. The fact that she was one of only five boats (out of 23 starters) to complete a race in which a number of boats either foundered or were severely damaged, speaks volumes for the determination and seamanship of the skipper and his crew. At one stage, they were sailing with ten rolls in the mainsail, and during the course of the race, three headsails were blown out, one of which was repaired three times before it eventually had to be given up.

The crew of the boat on this occasion were: Lieut.-Cdr. Robin Foster (Lossiemouth) (skipper), Lieut.-Cdr. White (Staff of Flag Office, Air), Lieut. Spelling (Lee-on-Solent), Ch. E. A. Lillington (H.M.S. Ariel), and A.A.3 Butcher (Abbotsinch).

Sea Swallow was also at sea at about the same time. Skipped by Lieut.-Cdr. Staveley, (with a Brawdy crew), she was on passage from Milford Haven to Gosport—the last leg of her voyage from the Clyde. The boat managed to anchor in St. Helen's Roads (Isle of Wight) at about midnight on Saturday, before the gale reached the peak of its ferocity. Unfortunately there was no means of communicating with the shore; there was therefore a little anxiety about her safety until early the following Monday, when the wind had abated somewhat, and a message was received via the Bembridge lifeboat and a local policeman.

### Cowes Week

Both yachts attended Cowes Week and carried out full programmes of racing, in spite of the short time available to prepare them after their buffeting in the gale the previous week-end. No successes can be reported, not unexpectedly, as each boat had a different helmsman and a fresh crew for each race. In addition, conditions never seemed to suit See Hexe, who has a reputation for not going well round the buoys in the Solent, while Sea Swallow, although always to the fore in every race, could not save her time on her more modern and more favourably handicapped rivals.

However, the main object this year was to give as many as possible of the Home Air Command personnel experience of top-class inshore racing, in fact, over thirty officers and ratings (including W.R.N.S.) were enabled to spend at least twenty-four hours at Cowes, take part in at least one race and to savour (for the first time for some) the social joys of Cowes Week.

### The Plymouth Race

See Hexe took part in the Cowes-Cherbourg-Plymouth race organised by the R.O.R.C., which started on the Friday of Cowes Week. She was skippered by the Branch Captain, Capt. Steiner, making his farewell appearance in Home Air Command sailing circles. Unfortunately trouble with her boom after a night of gale force winds forced her to retire when in a favourable position off Cherbourg and to return to Gosport.

## R.N.A.C.(S).

MEMBERS OF the R.N.A.C.(S) and friends of Bob Pape might like to know that he is training hard out in Hong Kong and in fact has been, in no small measure, instrumental in encouraging athletics in the summer. Those who have been out there know what that means.

During an unofficial Marathon time trial he did the distance in 2 hours 24 minutes and 32 secs. Bob Pape started by trying a 10 mile time trial but felt so good at 10 miles in 55 mins. 5 secs. that he went on for the full distance. This feat was carried out 900 feet above sea level and during a tropical downpour with the temperature in the 80's.

The Hong Kong A.A.A. hope to arrange a Marathon in January and hope to include some entries from Japan.

We wish Bob Pape good luck in any future endeavour.

## R.N.A.S. Culdrose



H.M.S. Seahawk gymnastic and display teams, 1956

FOR CULDROSE the month of July has, so far, been a very busy one. Our main concern has been the Annual Inspection of Flag Officer Flying Training which took place on the 11th and 12th. The inspection itself was very intensive, but no more so than for any other station in the Command, and therefore is not worthy of great mention. Our only hope at Culdrose is that we came out of it with a reasonable showing.

What is worthy of mention is an item of news which has already found its way into the national Press with headlines "Camel on Parade." For those who have not read it, here is the inside story.

"Johnny" the camel actually belongs to Billy Smart's Circus, currently appearing in towns near Culdrose. For the day of Admiral's Inspection, however, he became our honoured guest. For an hour before the march-past the camel stood tethered on the grass near a boiler house adjacent to the parade ground. As the last division, Wrens, passed, the camel stepped from behind the church and marched to the saluting base led by his attendant

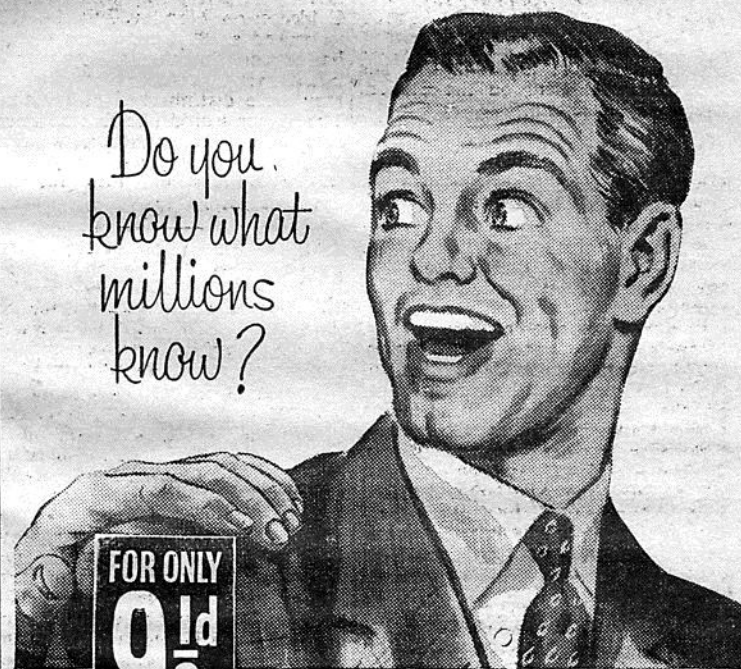
Joe Ruddlesdon. On passing the Admiral the attendant and the camel both gave a smart "eyes right." For the ladies here is a fashion note, the camel was dressed in beautiful gold trim and his attendant in naval uniform.

The camel was reported as "Ship's Company Mascot, under training" and the Admiral signified his approval with a smile, or was it a hearty laugh? However, in view of the difficulty of victualling and accommodating the mascot, it was reluctantly decided to return it to the circus. Unfortunately the camel wasn't so keen. It took the best part of an hour to get him back into his horse box.

### CinemaScope comes to Culdrose

At the time of writing we are looking forward to the arrival of CinemaScope at Culdrose. The opening performance was Thursday, July 19, and many fine shows have been booked for the cinema fans. The talk of many of the messes is already centred on its advent and comments of cowboys riding longer trails and pin-ups seen

(Continued on Page 16)



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